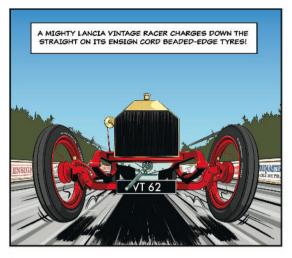
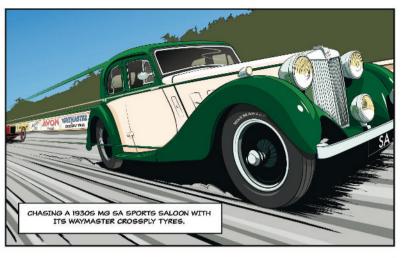
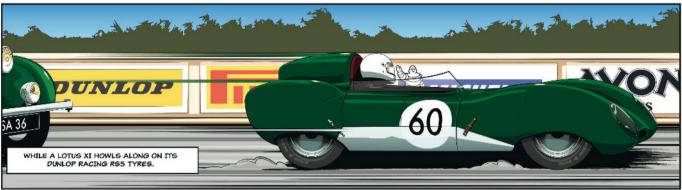


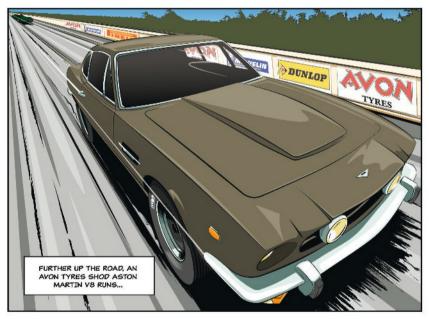
Epic VW Golf MkI restoration / One reader and his dream day in an AC Aceca / Racing a Mercedes 190E-2.3 Cosworth in the Eighties #8 steps to a spellbinding Ford Anglia / Saloon race ace John Fitzpatrick on his Lotus Cortina nemesis

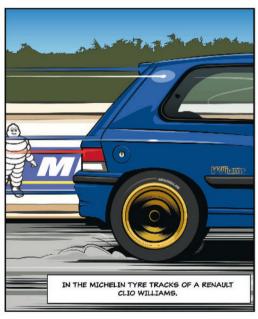












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# Welcome

November 2022 Issue 592

Our experts gave us a fascinating mix of classic tips for this year's Hot 30 and a few surprises. No planes though



Chevette auxhall 2300HS, Messerschmitt Tg500, Ferrari 348, Pagani Zonda - ask a diverse range of classic car industry insiders which models best deserve your money right now and an eclectic mix of answers pops out. I could tie myself in knots trying to identify a unifying theme in their selections for Hot 30 each year, so I don't. Instead, I simply enjoy the surprise. This year three of our panel are on a return visit -Donald Osborne, Emanuele Collo and Brian Page, but because we like to shake things up a little each time, Mathew Priddy, Rob Hubbard and Jonny Shears are making their H30 debut. Welcome aboard chaps.

Fortunately, all of this year's group stuck to the brief, identifying cars that they believe are better bought this year than at some point in the procrastinated future because of where prices for them are now, or heading. Importantly, they also restricted themselves to cars – important I feel, given the title of this magazine. In the past we've seen classic motorcycles and even a plane submitted but, as appealing as other forms of old transport are, we've had to ask them to return to four

wheels, or at least three, as long as those wheels aren't attached some aircraft or other.

Like our experts, some of the cars are returning guests, usually because they've leapt from one price category to another since we last highlighted them. So, they might not be as good value since the last time they popped up, but our experts will have identified a compelling reason to jump in, even at the new price. Of course, and helpfully, values can move in both directions, and some choices are driven by increased affordability, or stagnation when comparable alternatives around them are on the move.

Whether you're poised – pen or mouse hovering over the classifieds, home-improvements fund already raided – for the next classic, or, like me, enjoying a spot of showroom window shopping, I'm sure you'll enjoy this year's selection. Hmmm, Alfa Romeo GT or BMW E46 M3?

Enjoy the issue.

Phil Bell, editor



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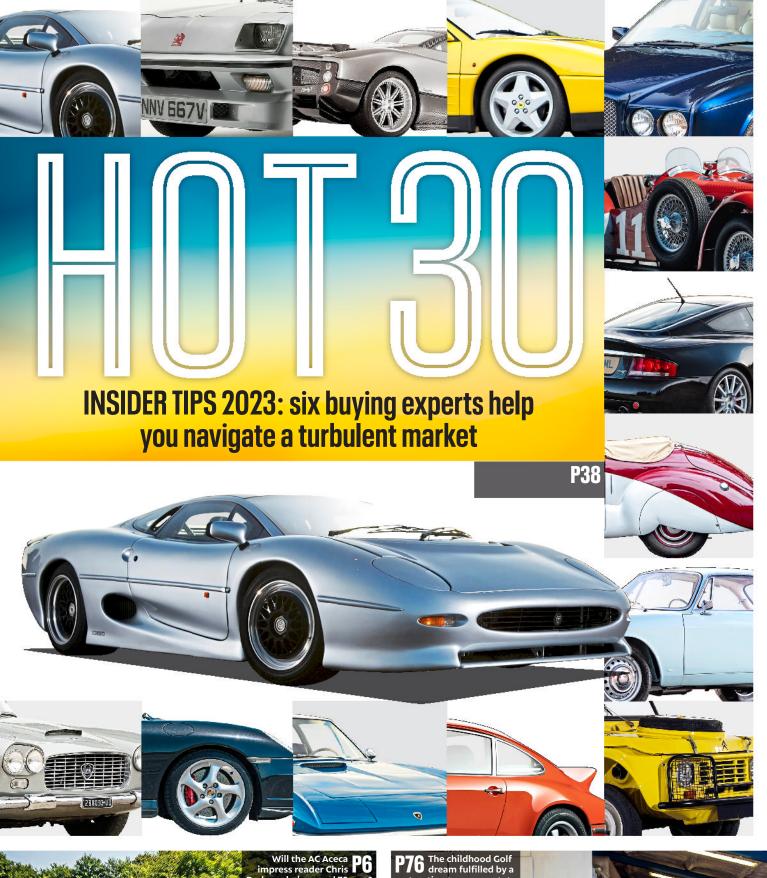
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# 'Range Rover prices have slipped noticeably'



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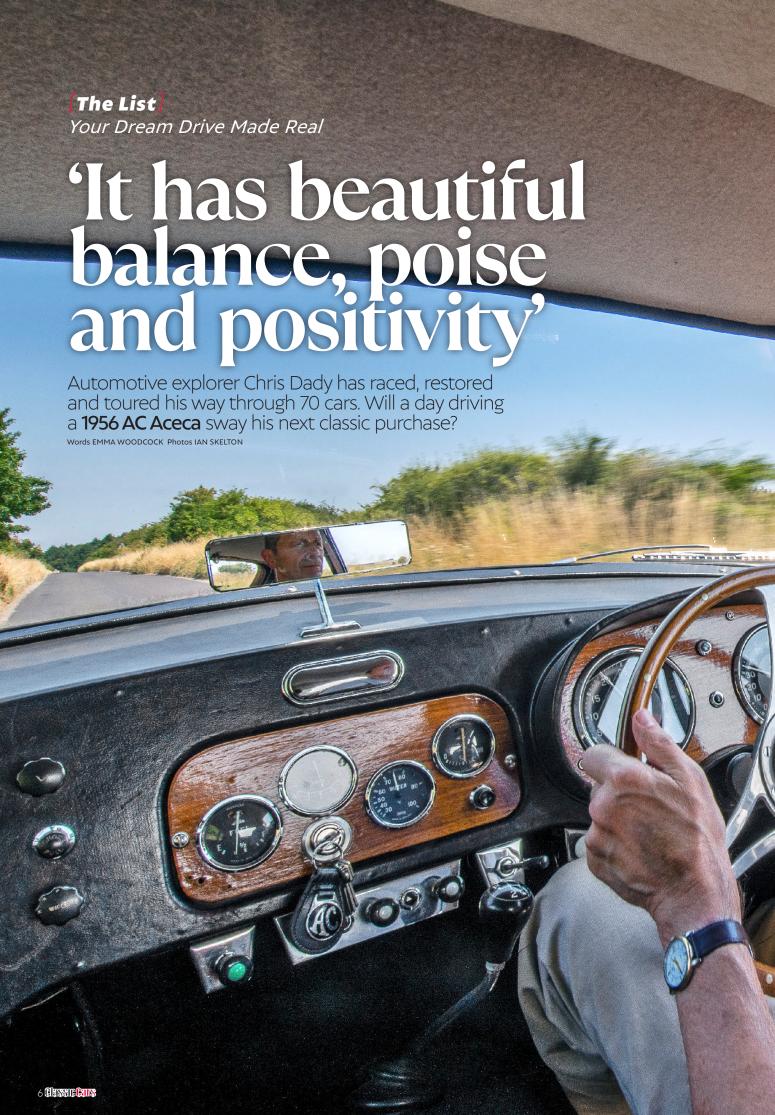
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lassic Cars reader Chris Dady wastes no time at all clambering aboard his steed for the day, a 1956 AC Aceca. His rich motoring life has taken him to all corners of the classic realm, owning rarities from an Elva Courier fastback prototype through a Saab Sonnet to an ex-works Riley Ulster Imp, yet he discovered the obscure Thames Ditton coupé just five years ago. 'I've dreamed of driving one ever since. The

fastback shape is such a beautiful, unfussy development of the earlier Ace and highly inventive with it. I can't think of another Fifties sports car that spawned a grand tourer so successfully.' He turns the ignition key. Today we're making his wish come true...

The 2.0-litre AC inline-six erupts through twin pipes. 'What a fabulous sound! It's loud in here – though no more so than I was expecting – and the exhaust note is simply fantastic, even at idle.' Before we pull away, he pauses to take in his surroundings. 'I'm struck by the beautiful view down the long bonnet, yet it's the cabin that makes the Aceca so fit for its intended purpose. There's plenty of room behind us for luggage and the driving position is just about perfect. The steering wheel is close enough that I feel well in control, with my legs slotting easily around either side. I'd prefer the footwell to stretch an extra couple of inches, yet I'm still comfortable.

'I couldn't call this a concours example, but I'm excited to be driving such an original Aceca,' he continues. 'It's all the better for its lived-in leather seats and all-round standard drum brakes.' Richard Hackett of Warminster dealer SLJ Hackett agrees. He's currently selling the car on behalf of its owner, priced at £89,500. Says Richard, 'High-lift camshaft aside, it's a very period-correct example, in need of little more than a good service and an engine tune. We've sold two other Acecas in recent years – they're extremely good-looking cars and delightfully handmade.'

Hunting for first gear, Chris begins measuring his dream machine against reality. His expression darkens as we wind through urban medieval streets, the AC posing challenges from every direction. 'Coming from the modern automatic Skoda I drove here, the Aceca is confounding! The Moss transmission isn't the easiest shift and I'm battling to keep the revs high, something made all the more challenging by the racy cam. And – beautiful as the exhaust might sound – I think I'd want earplugs before embarking on any longer journeys!'

'I still can't get off the line smoothly,' he sighs as we navigate tight urban junctions. 'The engine really offers nothing around 2000rpm and there's a substantial gap between first and the incredibly long second gear. That's before we get to mastering



# **CHRIS' TOP TEN**

Jaguar C-type
The most beautiful
car ever. Perhaps
my top choice!

# **Bentley Continental**

Every single detail is gorgeous. My heart skips a beat when I see one. Mercedes-Benz 300SL 'Gullwing' One of the greatest cars of its age. What I'd give to experience one... Saab 92

I love Saab's innovation and quality, moving cars forwards. **Porsche 911** 

As early as I can get! A desirable car with a beautiful shape.

# Lancia Aurelia B20 GT

I'd love to drive one on the Mille Miglia, and discover if it can live up to its lofty reputation.

# McLaren F1

The modern car that most stands out. Built without compromise. **Bristol 411** 

I love the understatement, which no other luxury brand can match. Alpine A110 1600S

Overflowing with competition history... and nicely quirky.

## AC Aceca

Less of a GT, more of a car to be driven: a cut above its rivals.







the shift itself. The gearbox can't be hurried, which feels like the Aceca taking charge. It'll change gear when it's ready, not necessarily when I think a shift should take place. I'm lifting the clutch as I pass through the neutral plane, almost double-declutching, to smooth out the process.'

Our route out of town opens into a fast, wide A-road and Chris reaches to his right, thumbing the overdrive in anticipation of a long-limbed cruise. That doesn't happen. After a blink-length pause, the revs jump and the exhaust shoots to a tight, insistent timbre. 'Oh – oops! The system must have been engaged when we set off, which explains the gap between ratios. It's an unlabelled switch, so there's no visual confirmation either way.' Taking advantage, he pushes the slim accelerator to the floor.

'The Light Six engine feels ever more lively as the revs rise, with a pleasing and sporting exhaust note to match. I'm slightly in awe of its history – which stretches way back to 1919, taking rumoured inspiration from the engines of Zeppelin airships downed during World War One – yet it remains smooth and strong when used in the higher reaches of its operating range. I love its urgency. It never lets me forget that I'm piloting a Fifties sports car, though I'd personally prefer to fit a milder cam.

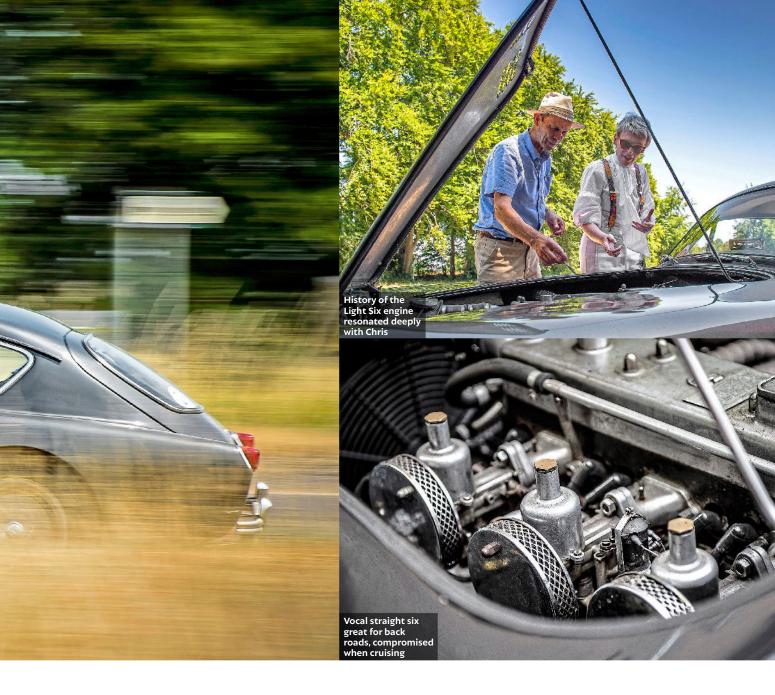
'Once we're underway, the Aceca feels perfectly fast enough. AC offered Bristol and Ford engines alongside its own inlinesix, but I'm not missing the extra performance they would provide. I like the AC engine and it suits a road car package – it

more than keeps up with modern-day traffic.' Nonetheless, Chris has to work hard to maintain speed, rowing the gearlever and overdrive as we climb onto Salisbury Plain. 'I've got to be mindful and make sure I'm always in the right gear. The Aceca needs all seven ratios to make smooth progress.

'All this shifting can't make for a relaxing cruiser, but it works on this kind of road,' he continues as we wend towards Chitterne. 'It's a car to really be driven. Now I've acclimatised, the Aceca has beautiful balance, poise and positivity, with steering to match. Though it wanders slightly at speed – as I'd expect with any older car on skinny tyres – it never needs correcting and I can trust it to track true.'

The tarmac undulates viciously ahead, prompting Chris to think about ride quality. 'I feared the worse before I got behind the wheel. I've been watching Aceca videos online and one road test showed the occupants bouncing around terribly. But it's nothing like that – I can't detect any crashiness. The chassis stays nice and level, always composed yet still letting me feel the road through the car. It's exactly as I'd want.' Crunching up a gravel track, securing a shaded spot out of the midday sun, he calls a break to examine his dream car's visual virtues.

'What a clean and well-proportioned design, and one that works from every angle. The smooth, unadorned bonnet harmonises with the falling line down over the grille, while details like the rear numberplate window just transport me back



to its era.' With its striking tailgate, the distinctive outline soon invites comparison with a contemporary competitor. 'The Aston Martin DB2/4 shares the same hatchback lines – and there are some similarities between the cars – but I'm surprised by how much more delicate the Aceca looks. I enjoy the purity of its shape, which looks so much nicer than the messed-around Cobra and its engorged wheelarches.

'It's a shame that so many people see AC Cars as a one-hit wonder,' he continues. 'The Cobra dominates knowledge of the marque and the company has perhaps lost something as a result. It was only when I started researching the firm and its history that I discovered that it'd produced so many interesting models, from the Invacar to the Frua-designed 428 to the midengined 3000ME. And all that before we consider the overhead

camshaft Light Six, which has to be one of the longest-serving engines ever designed. It looks so clean and simple, especially in the uncrowded Aceca engine bay. I love the link it creates with a distant past.

'There's nothing not to like inside,' he continues from his reassumed position in the cabin. 'Visibility is good in all directions and I'm finding it easy to climb in and out.

All the instruments are easy to see, even those in the centre of the dash, though the convex faces covering the fuel and oil gauges can make those readouts more difficult to read. I love the AC-branded pedals, which fit my size  $9\frac{1}{2}$  feet perfectly and exude wonderful authenticity from their worn contact points, but I have to pick the driving seat as my favourite interior feature. It's just wonderful, holding me snugly within its structure.'

A quartet of tight corners prove just how much the bucketstyle chairs add to back-road enjoyment. Wedged firmly in place, Chris can start probing the car's cornering abilities with confidence. 'I'm sitting deep down into the cushion, with good lateral support from the backrest to match. It's a marked contrast to the XKs I've owned in the past – they have entirely flat seats, and I'd be falling all over the place on a road like this! Not so the

Aceca. I'm well held in place, which is just as well with no seatbelts!

'I can sense the car around me and nothing feels remote. I'm trying to get everything done before each corner, making downshifts in good time to account for the slow gearchange, then carrying momentum through the bend. The brakes might be drums, but they're responsive and inspire confidence,

# 1956 AC Aceca

Engine 1991cc inline six-cylinder, OHC, triple SU AUG.700 carburettors Power and torque 85bhp @ 4500rpm; 105lb ft @ 2750rpm Transmission Moss four-speed manual, rear-wheel drive Steering Cam and gear Suspension Front and rear: independent by transverse leaf spring with lower wishbones and telescopic dampers Brakes Front and rear: Alfin drums Performance 0-60mph: 13 sec; top speed: 102mph Weight 891kg (1960lb) Fuel consumption 20mpg Cost new £1651 Asking Price £89,500



plus the steering lightens at speed and feels good as I turn in. The Aceca shows balance and poise but has to be driven through each corner or it'll be all at sea entering the next straight.'

On the flowing A360, Chris trials a new approach to keep the AC on song. 'As much as it feels like a win every time I can get the Moss 'box to slot the next gear smoothly, I don't want to be shifting all the time. Instead I'm keeping the car in second or third, then flicking in and out of overdrive to suit. It's working well, giving me the chance to hold speed through the corners and then accelerate away. The system engages quickly and effortlessly, especially when I dip the clutch to help it.

'I'd have fantastic fun if I could take the Aceca home,' he muses. 'It's no Lotus Elan, but it goes well and handles nicely, as long as I drive it according to its strengths. A car needs to be in balance with itself, matching grip, power and purpose. It's why I liked my Morgan 4/4s much more than the Plus 8 I briefly owned. The AC does just that, giving off the satisfying feeling that everything has come together in the right package. I've warmed to it through the day and put serious thought to buying it.'

When we catch up a few weeks later, Chris shares the exciting news of his latest purchase. It's an under-appreciated British curio with four seats, Fifties heritage and a storied six-cylinder engine... but it's not the Aceca. 'Mr Hackett has some wonderful cars in his unit, and I ended up looking at a 1954 Bristol 403. When the cover was lifted, it was absolutely stunning in every aspect of its design and innovation, then we drove it and discovered it was sublime, with supreme comfort and space for rear passengers. It's the perfect classic touring car for our needs, a role the sporting Aceca couldn't quite match.'

But the AC still holds a place in his heart. 'The Aceca was a fascinating car to experience, matching a lovely, unrushable temperament with respectable real-world capability. The sense of history and the styling, the engine note and the challenging transmission all add up to a wonderful driving experience. I absolutely adored it – the AC justifies its place in my top ten.'

# [Want a Drive?]

Classic Cars will make a dream drive happen for one reader in every issue. Send us your list of the ten cars you'd most want to drive and why, along with a CV of the classic cars you've owned to classic.cars@bauermedia.co.uk.
Be prepared for the photoshoot glamour of an early start and a long drive to get there.



#### **CHRIS DADY'S CAR CV**

From city cars to circuit racers, Chris' enthusiasm knows no bounds. Here are the highlights from his extensive back catalogue



#### **1934 RILEY ULSTER IMP WORKS RACER**

'A 1934 Tourist Trophy competitor that granted us access to the international racing scene! Leaning out the cabin while cornering shaved nine seconds off my lap time at Silverstone!'



## **1963 TVR GRANTURA**

'The first 1800cc Grantura built and my most challenging restoration. Purchased in boxes and tea chests. now a successful racer.'



# 1996 MERCEDES-BENZ E36 AMG

'One of four W124 Estates we've owned. Very fast, but eminently practical with seven seats.'



## 1973 SAAB 95 V4

'Innovative, practical and high quality. I was thrilled to find one in such immaculate condition – we toured four-up around Holland and Belgium.'



# 1968 MG MGC

'Widely maligned, but simply misunderstood. A deceptively fast tourer – in essence a convertible GT – which remains undervalued. Pictured on a circular tour of France!'



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# Range Rover prices pressurised

With recent sales results pointing downwards, be careful how much you pay

his hasn't been a great year for Range Rovers. Maybe it's the price of fuel, the huge costs of a professional restoration or just weight of numbers, but prices have slipped noticeably. You can now buy a decent P38 for £3500, a fourdoor classic Vogue for £5000 and even a desirable, restored early A, B or C suffix [in the chassis number] for £20,000. The heady days of an A suffix making £85,000 may never return. Back in November last year Anglia sold a body-off restored, Tuscan Blue '72 A suffix with 32,000 miles for £19,440, while this August it dispatched a restored '74, C suffix, also in Tuscan, for £14,904. In August H&H knocked down another C suffix, an older restoration '74 with 51,000 miles and a recent £4500 re-trim for £20,250.

Four-door Vogues have tumbled too. In June Anglia sold a nice 1993 Vogue SE auto five-door with 83,000 miles, five owners and a long run of MoTs for £3996 while in April, Anglia sold a smart 1990 3.9 Vogue SE auto in Epsom Green with 62,000, long history, and lots of bills for recent work for £5400. P38s look outstanding value and in March Brightwells sold a high spec 2001 with a 4.6 V8 in Epsom Green, 107,000 miles, just out of nine-year ownership and 13 stamps in the book for £3752. In August Anglia sold a very fresh '99 special edition Vogue 4.6 auto in Rioja Red (one of just 30 built), with walnut leather and Autobiography trim, 125,000 miles, huge history and

stamped-up service book for just £1960. Intrinsically you look at something like this and think its really undervalued, but given today's fuel-cost-conscious market, this could be the right money.

There's still the odd bright spot. LSEs still look strong because of their rarity and in August Silverstone

Auctions sold a spectacular 1994 LSE Autobiography – one of 25 ever built – out of 28-year ownership and fresh from a seven-year restoration that probably cost £100k, for £60,750.

So, here's today's buying advice - when it comes to Range

Rovers, unless it's super rare, super mint or super expensively restored, don't get carried away.

'Unless it's super rare, super mint or super expensively restored, don't get carried away'





# Ferrari California T prices are looking more attractive

ve told you about these before. The fourseater hardtop convertible California may seem a bit too civilised for hardcore prancing horse fans, but when it's the later twinturbo version, you're looking at 60mph in 3.2 seconds and nearly 200mph. Which, compared to prices of the most modern, but not that much faster Ferraris, feels like an opportunity to me. In August Silverstone sold a gorgeous 2014 second-gen T, in special-order California Blu, with most option boxes ticked and just 31,000 main-dealer-serviced miles, for £74,833. Eight years ago, this car relieved its first owner of £185,000, so nobody was making any money here. The T is completely different from the first-gen California, with

an uprated 3.9 V8 pushing out

552bhp, a lower centre of gravity,

stiffer springs, quicker steering rack

and virtually no turbo lag. The result is one of the most bewitchingly fast four-seater convertibles.

Usually, you can't get close to a used T for much less that £90k (more in the US), and while Silverstone's example has covered 31k when most are offered with less than 15k, it will be the better car for having been driven. For me, such a highly-specced example was an absolute steal and perhaps a signal that the T could become that rare thing, an underrated Ferrari bargain.

In June Silverstone sold a normally aspirated 2011 with 20,000 miles for £96,188 and Trade Classics a 2015 T with 7000 miles for £111,000, so I'm wondering if this was a fluke or there's a softening in values on the horizon? For such a special example (highish mileage or not) to make such sensible money, there might be an emerging trend worth watching here.



# How low can Mercedes SLK R170s really go?

know I've asked this question before, but how low can R170 SLKs go? Even exceptional, mint tiny-milers can be bought for less than £7000, and below-average, 100k-mile examples are down to five hundred quid – literally. And I'm not sure why. In June CCA sold a perfect, collector grade, Baltic Blue, 2004 ex-Jersey 230 with just 14,000 warranted miles for £7500, and in August Anglia sold a silver 2001, 200 Kompressor with just one owner and 34,000 miles for £3996. More amazing still was SWVA's July sale of a 2003 200 Kompressor with a warranted 19,000 miles and totally perfect for

How about Anglia's August sale of a black 2003, 320 with service history and only 53k for £3132? In June CCA sold a Brilliant Silver 2001 ex-Jersey 320 with 49,000 miles and stamped up M-B

iust £4100. Beat that.

history for £2700 while Trade Classics sold a '99 230, also in silver with just 22,000 miles for £4295.

I've owned several 170s and they're brisk, sweet handling and powered by some of the most reliable M-B engines and that brilliant little supercharger is a gem, so what's the problem? Compared to more expensive MGBs, Midget and Spitfires they're leagues better. I guess the answer is just down to ubiquity. There are just so many up for sale that we've taken their abilities

and reliability for granted. But with the summer heatwave, you'd think prices

of this cute convertible might have rallied, but no. Values are still on the floor. But one thing's for sure: a warranted 19,000-mile 2003 for only £4100 makes this pint-sized Benz Britain's Best Value Convertible, bar none. Putting a stunning low miler away for the future could be a wise move.

# **ASK OUENTIN**

#### Aston realities

I've fallen for the DB9's looks and sounds, and would like to own an early one (budget restraints), but for the last five years I've owned a bullet-proof Mercedes 350SL which when it has needed attention it hasn't broken the bank. I've heard horror stories about astronomical service and repair bills for the DB9 – if I owned one, would I be praying every time I turned on the ignition that all the warning lights would go out?

Mark Richardson

Running a DB9 will never be cheap and, worst case, you'll need to budget £8k to £10k a year – if you need a major service, plus clutch, suspension or brakes, that's the sort of outlay you'll be looking at.

ONTO THAT CLASSIC?

Email classic.cars@
bauermedia.co.uk with
'Ask Quentin' in the
subject line.

NOT SURE WHETHER NOW'S THE RIGHT TIME TO

**BUY. SELL OR HANG** 

of outlay you'll be looking at.
This is the harsh reality of owning an Aston. If your budget is tight – stick to the Benz.

**Ouentin Willson** 

#### Jag, TVR or Alfa?

With a budget of £8k to £10k and wanting a convertible for high days and holidays, which would be the best buy for pure enjoyment – a Jaguar XK8, TVR 350i, or a circa-'07 Alfa Spyder?

Dr Colin Lucas

I'd go for the Jag for its reliability. It's also faster, slinkier and more captivating. Your budget should easily buy you a sub-75k mile post-2000 XK8 convertible. Make sure it's got a long, comprehensive history. But remember for between £12k and £15k you could buy one of the re-styled 2005-on alloy XK8s, which would be a better buy long-term.

# **Quentin Willson**

# Dog in a DS?

I want to do the 2.5-hour journey from my home in Monmouthshire to our holiday home in Pembrokeshire in a classic. Problem is we have an Old English Sheepdog and always lots of stuff to take back and forth. I fancy a manual Citroën DS23 Safari but I'm finding asking prices inconsistent. What do you think of my proposal and how much should I budget?

I admire your ambition, but I think a DS23 Safari would be labour intensive, hard to find and expensive. You'd need at least £50k for a sorted one that would be good-looking and reliable. Why not think classic Range Rover, Jeep Cherokee, Wagoneer or even a Citroën CX Safari? Right now I'm looking at a private ad for a lhd 1990 CX estate in St Leonardson-Sea with 49,000 miles for £9500. Sounds a bargain that. Quentin Willson

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Russ Smith's market analysis

# **Coming into bat**

Finding gems among the bargains at ACA

nglia Car Auctions' sales are big and tend to offer a clear window on what the market is doing. Its 20-21 August event was even bigger than most, with 284 cars offered. That it sold 81.7% of them (232) is remarkable, because it shows there's no shortage of buyers out there. Those are balanced by motivated sellers, indicated by just over a quarter of lots being offered without reserve.

But it isn't all about bargains – the right cars still fetch proper money and more. Like the pictured M-B E320 Coupé. A fine example offered by a collector and wearing just 54,873 miles. With that, the £7000-£9000 estimate looked right against our top guide value of £7k. That it sold for £16,956 – an auction record – had us wondering whether that interesting P28 BAT registration pointed to the first owner being a certain caped crusader...



As well as the high percentage of cars being offered without reserve, within the good overall result it's also worth noting how many cars sold below estimate. That shows there are realistic reserves to get deals done



Market indicators 'Find-anothers' continue to draw strong money, but has the lure of the barn-find finally faded?



## 1974 Alfa Romeo 2000 GTV £95,000 Bonhams, California, 19 August

No doubt now that the GTV is on the radar of serious collectors – this was a six-figure price ticket in US dollars (112 to be precise). Then again, this was a museum-quality example that's actually been displayed in two of them. There's complete history and just 26,000 miles from new, it even still wears its original factory paint. There may not be another like this and several bidders were keen to make it theirs.



#### 1929 Ford Model A Tudor £17,609 Silverstone Auctions, Worcs, 5 August

One of the more eye-catching lots at Silverstone's Dawn of Motoring sale, this restorod Model A had been built using period parts including an early Fifties flathead V8 and Thirties Ford 17in wire wheels. The total build cost at Norfolk specialist Belcher Engineering came

Ford 17in wire wheels. The total build cost at Norfolk specialist Belcher Engineering came to £70,000, on top of importing the car from a sunny US state. Which makes the price paid from a deceased estate look very attractive indeed.



## ▼ 1991 Mercedes-Benz 300SL £3586

# Brightwells, Herefordshire, 3 August

Perhaps this early R129's anonymous colour scheme put people off, but it looks like a real bargain. A three-owner car, it had done just over 80k miles and came with hard and soft tops. Mostly kept stored for the last eight years, but there was a fresh MoT with no scary advisories. It probably needed little more than a weekend's DIY to freshen up for regular use again. The £4k-£6k estimate looked fair, the buyer did well.

# Interest reawakens in Rover's P6 saloon at last

t was a smarter part of Britain's street furniture for most of the Sixties and Seventies, but the Rover P6 was bypassed by the surge of interest in that era's classics that broke out a few years ago. Until recently their values hadn't budged for at least four years, when it seemed like everything from Ford to Wolseley rose on an almost monthly basis.

It made the P6 look pretty cheap, but 2022 looks like catch-up time. Unlike in the past, it's not all about the 3500 V8s either. The four-cylinder 2000/2200 models are also starting

to fetch strong money, with a premium of at least ten per cent to be paid for the prettier first series cars (from 1963-'69).

Yorkshire-based auctioneer Mathewsons, star of the TV show Bangers and Cash, seems to have cornered the market on fine Rover P6s. As we've written in the past, that's the type you want, because tired ones can be disappointing to drive and expensive to fix. So far this year, Mathewsons has achieved more than £7500 for two 2000s, and has topped the £10k mark twice for 2200s. It also took £12,577 for a very smart 3500 auto.



# Take a look at Alfa Spiders while they're still cheap

Id Alfa Romeos always come good in the end and signs are that 20 years after production ended, buyers are now taking an interest in the 916-series Alfa Spider 2.0TS. These have been cheap for a long time, with until recently a top value of £4500 in our Price Guide for an example you'd want to take to a show.

That's changing. Unsurprisingly, Busso V6-engined variants kicked off a while ago and are into five figures, but they were only offered in the UK during the last couple of years of the 916's life and few were sold here. But the 2.0 Twin Spark is also a good unit and its lighter weight gives the Spiders with those (most of them) better handling.

Prices have crept up in the classifieds this year, with both dealer and private

offerings topping £6000. Of course that's only the asking price. Harder evidence came at a recent auction where a nice example in the standout shade of Zoe Yellow sold for £5724 against a £2750-£3750 estimate. There were only 57,000 miles on the clock, but that wasn't a warranted figure.



# 1999 Citroën Saxo 1.6 VTS £18,900

**Anglia Car Auctions, Norfolk, 21 August**A darling of the hot-hatch crowd from the off,

A darling of the not-natch crowd from the off the twin-cam 120bhp VTS was the ultimate incarnation of the Peugeot 106-based Saxo. Finding one in original form is far from easy. One with a single owner from new that's only done 12,722 miles is not far off seeing Elvis on a unicorn. There was no need to put an estimate on – it was going to sell big and did. This is the new high-water mark for them.



# 1967 Lamborghini 400GT 2+2 £199,000

**Gooding and Co, California, 19 August**For once there was no barn-find fever in the

hall. Gooding's 400GT had been with the same doctor owner from 1968 until last year but had been tucked away unused in California since 1987, having covered just 51,593 miles. Straight, not a rust-bucket, it could easily be recommissioned and enjoyed in its period patina. Offered without reserve, the price paid was around our guide value for a rough one.

# PRICE GUIDE MOVERS

# On the up

Market swings back in favour of highend, maybe investment-grade, cars

Make and Model	Year	Concours	Mint	Good	Rough	% up
Alfa Romeo GTV6	81-87	23,500	15,000	6750	2750	+5.5%
Alfa Romeo Spider 2.0TS	96-02	4750	3400	1450	850	+5.6%
Aston Martin DB7 Zagato	03	250,000	210,000	165,000	n/a	+4.5%
BMW 328	36-39	700,000	550,000	440,000	350,000	+7.7%
BMW 635CSi	78-88	29,500	19,500	8500	3500	+9.5%
Bond Bug	70-74	14,500	10,000	5000	2500	+6.7%
Bugatti Type 57 Ventoux 2dr	34-39	600,000	400,000	275,000	175,000	+27%
Bugatti Type 57 Stelvio con	34-39	700,000	550,000	350,000	220,000	+4.2%
Bugatti Type 57S Atalante cpé	36-38	7.5m	6.5m	5.75m	5m	+6.1%
Bugatti EB110	92-95	1m	750,000	550,000	400,000	+33%
Bugatti Veyron	05-11	1.5m	1.25m	1m	n/a	11%
Citroën BX GTi 16V	87-93	6500	4500	2000	1000	+2.3%
Datsun 240Z	70-74	32,500	23,500	11,000	6500	+25%
Datsun 260Z	74-79	25,000	19,000	9000	5000	+22%
Datsun 280ZX/2+2	78-81	12,500	9000	4250	2000	+4.9%
Ferrari 250 Europa SI/II	53-55	1.4m	1.2m	1.1m	1m	+6.1%
Ferrari 250 Cabrio S1	57-59	5m	4m	3.5m	3m	+5.9%
Ferrari 250GT Lusso	62-64	1.25m	1m	850,000	725,000	+4.2%
Ferrari 400 Superamerica	60-64	2.1m	1.8m	1.65m	1.5m	+5.0%
Ferrari 275GTS	64-66	1.25m	1.1m	975,000	850,000	+12%
Ferrari 275GTB/4	66-68	2.4m	2m	1.8m	1.65m	+7.1%
Ferrari 330GTC	66-68	465,000	350,000	285,000	240,000	+9.4%
Ferrari F40	88-92	1.4m	1.2m	900,000	n/a	+12%
Ford Cortina MkIV/V	76-82	11,000	7000	3000	1350	+20%
Healey Silverstone sports	46-50	150,000	125,000	97,500	67,500	+9.1%
Lamborghini 350GT/400GT Inter	64-67	525,000	450,000	350,000	250,000	+5.0%
Lamborghini Miura P400	66-69	1m	850,000	675,000	500,000	+8.1%
Lamborghini Miura P400S	69-71	1.25m	1.1m	800,000	650,000	+8.7%
Mercedes-Benz 540K Cabrio A	36-39	2.25m	1.95m	1.2m	950,000	+11%
Mini Mkl	60-67	15,000	10,750	6250	3750	+5.3%
Mini 1275GT	70-80	17,500	12,000	5500	2500	+9.3%
Morris Six MS	48-53	7250	5250	2500	1200	+6.4%
Peugeot 205GTI 1.6	83-92	14,500	9500	3750	1350	+7.4%
Peugeot 205GTI 1.9	87-94	18,500	12,000	4500	1600	+12%
Renault 5 hatch	72-84	3500	2650	1500	600	+14%
Renault 5 hatch	84-96	3000	2000	1000	450	+25%
Rover P6 2000/TC	63-69	8250	5000	2000	900	+6.0%
Rover P6 3500	68-76	10,500	6250	2250	1000	+5.0%
Rover P6 3500S	70-76	12,500	7750	3000	1400	+3.8%
Talbot-Lago T150 SS 'teardrop'	36-39	6.1m	4.65m	3.75m	3.4m	+4.3%
Triumph 1800/2000/Renown	46-54	10,000	7000	3200	1600	+5.3%
Triumph Vitesse 1600 sal	62-66	7500	5000	2250	1100	+7.1%
Triumph Vitesse 2-litre MkI	66-68	8000	5500	2400	1100	+10%
Triumph Vitesse MkII	68-71	8750	6250	2650	1200	+17%
Vanden Plas 3-litre I/II	59-64	12,500	8750	3950	1600	+4.2%
Volkswagen Karmann-Ghia T-34	62-69	23,000	14,000	6250	3250	+42%
Volvo 740/760 Turbo	86-90	6000	4250	2000	1000	+20%
Volvo 940 Turbo	90-96	5750	4000	1850	850	+4.5%
Wolseley 6/80	48-54	10,500	6750	3000	1500	+5.0%
Wolseley 6/90	54-59	10,000	6500	3000	1500	+10%

# On the Slide

High-tab brand golden oldies are losing their flavour as the years pass

Make and Model	Year	Concours	Mint	Good	Rough	% dn
Allard L/M	46-53	52,500	36,500	22,500	15,000	-3.8%
Aston Martin Virage	89-96	54,000	38,500	21,000	13,500	-2.6%
Aston Martin V8 Vantage	93-99	200,000	160,000	115,000	80,000	-3.5%
Austin A30/35	51-59	8250	5500	2400	1000	-2.9%
Austin Metropolitan	54-61	16,950	11,750	5000	2500	-3.1%
Bentley 4.5 Litre Tourer	27-31	1m	750,000	500,000	350,000	-7.9%
Bentley 6.5 Litre Speed Six	28-30	3m	2.4m	1.65m	1.1m	-9.1%
Bentley 8 Litre	29-31	2m	1.4m	700,000	475,000	-18%
Bentley S1 Cont PW coupé	55-59	330,000	240,000	140,000	110,000	-3.0%
Bentley S1 Cont P Ward con	55-59	660,000	480,000	285,000	200,000	-6.2%
Ferrari 166 Inter	48-51	950,000	725,000	550,000	400,000	-4.3%
Ferrari 212 Inter	51-52	1.2m	1m	800,000	650,000	-12%
Ferrari 512BBi	81-85	190,000	165,000	135,000	107,500	-2.7%
Iso Grifo 7-litre	69-74	360,000	295,000	215,000	150,000	-4.0%
Jaguar MkX/420G	61-70	20,500	14,500	6750	3000	-2.8%
Lamborghini 400GT	67-68	350,000	275,000	230,000	190,000	-2.3%
Land Rover Defender Td5	98-07	16,250	12,500	5500	3000	-11%
Mercedes-Benz 500K Cab. A/B/C	34-36	1.35m	1.05m	700,000	450,000	-4.0%
Mercedes-Benz 500K Tourer	34-36	1.05m	875,000	625,000	375,000	-3.8%
Mercedes-Benz 300S cab/rdstr	52-55	450,000	350,000	250,000	175,000	-4.3%
Rolls-Royce SCI Mulliner con	55-59	460,000	340,000	265,000	190,000	-3.2%
Triumph Vitesse MkII conv.	68-71	14,000	9500	4000	1750	-6.7%
Wolseley 6/99, 6/110	59-68	13,000	9000	4000	1650	-7.1%

# John Mayhead's market news



# All change at the auctions

Two auction houses change ownership; more to follow suit?

rizona-based Barrett-Jackson is known as the host of the most extravagant collector car auctions in the world, complete with live TV reporting, under-car camera angles and Broadway-quality lighting. Its very American brand of sales always attract plenty of interesting cars and drew the attention of Endeavor/ IMG, a group that includes sports events, model representation and exhibitions. In August, Endeavour announced it had bought a 55% stake in Barrett-Jackson in a deal worth a reported \$261m.

Broad Arrow Group, although very different from Barrett-Jackson in many ways, also notified of a change of ownership in August. Formed in late 2021 by a core team who had previously been employed at RM Sotheby's, Broad Arrow says, 'We aim to be the best advisor, marketplace and financier for car collectors.' Hagerty, which already owned a 40% stake in the company, announced a definitive agreement to buy the remaining 60% in a stock-only deal. Within days, Broad Arrow had completed its first live auction sale at the Monterey Jet

Centre, totalling \$55.1m (£47.9m) with an 88% sell-through rate.

So, what to make of these two takeovers? Some level of consolidation was expected, both because of the current financial pressures on all companies, and the phenomenal rise of online auction sites during lockdowns. Will this affect the UK auction scene? Almost certainly; although on a different scale, reports of well-known British brands being close to takeover abound. It seems that buyers' expectations have risen, and the market is reacting in kind.

# IN THE TRADE



#### **DIANA'S £722K ESCORT**

At The Classic Sale on 27 August, Silverstone Auctions sold a 1985 Ford Escort RS Turbo S1 once owned by Princess Diana for an astonishing £722,500 including costs. To put that in context, this sold for 2062% of the top, 'concours' UK Hagerty Price Guide of £35,400, and not far from Miura money. Assuming that Princes William and Harry weren't involved in a bidding war, this was a truly unbelievable amount to be spent on this car, and an outright model record.



# MG RACER ITEMS OFFERED

MG enthusiasts will be keen to hear that Hansons is to offer a collection of memorabilia associated with record breaker Goldie Gardner. Offered from the family, the collection includes a crystal award presented to Gardner in Belgium in 1946 after he broke various international records in his MG EX135. Gardner, a disabled war veteran and regular racer at Brooklands, was a prolific speed-record driver, at one stage holding over 120 titles, some of which still stand.



# RM 'GAMIFIES' AUCTION

RM Sotheby's tried a different tack for two significant cars for sale this year at Monterey. A 1988 Ferrari F40 'Competizione' and a 1998 McLaren F1 were offered as sealed bid auctions. Those seriously interested downloaded an app in which they could see the rank of their bid, although not the high-bid figure. Bids could be entered at any level, in a move described by a bystander as a 'gamification' of the auction process. As we went to press, the F1 is noted as being sold, the F40 still looking for a new owner.

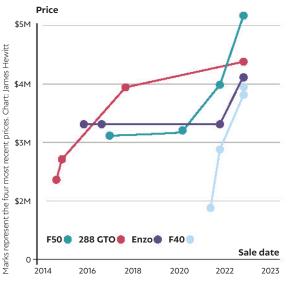
# HAGERTY SPOTLIGHT

# Halo Ferraris lead Monterey



Records tumbled en masse at this year's Monterey auctions, with Hagerty tracking a total of \$469m of

sales in public auctions, not including the McLaren mentioned right. Most notable though was the phenomenal rise in Ferrari halo car values, with the F40, F50, 288GTO and Enzo all achieving records for their type (discounting the Pope's Enzo, sold for charity in 2015). The demand for these models has been astounding, with Hagerty noting that the youngest ever owners of both F40 and F50 have been insured in 2022.





# Russ Smith's tempting buys





# 1969 VW Prowler Beach Buggy

For sale at Historics, Bicester, 24 September, historics.co.uk Why buy it? Following the shock £47k Beach Buggy result at Historics' last sale, this is a stunner. An award winner, recently restored with eyesearing metalflake paint, it's an attention seeker's dream. Power is from a Porsche 912-based 1911cc four-cyl. Estimate No reserve



# 📤 1951 Jaguar XK120 roadster

For sale at Dore & Rees, Somerset, 8 October, doreandrees.com/motoring Why buy it? This highly original and well preserved 120 is a UK car with a history file going back to the Seventies. It has enjoyed some historic rally action, including the first Mille Miglia Storica. The realistic estimate reflects the non-original 3.8 and some substandard paintwork. Estimate £45,000-£55,000



# 1980 Porsche 924 Turbo

For sale at Historics, Bicester, 24 September, classiccarauctions.co.uk Why buy it? Rarely seen at auction (just one in the last year), this is a superb 69k-mile 924 Turbo – a later S2 model with the improved 177bhp engine. The very period brown pinstripe interior is immaculate. It has been with the current owner for seven years. Keenly estimated. Estimate £12,000-£15,000

# **UPCOMING SALES**

Please confirm sale status with auction house websites before making arrangements

## **SEPTEMBER**

**Sat 24,** Oxfordshire. Historics, Bicester Heritage, Bicester. *historics.co.uk* **Sat 24,** Warwickshire. Classic Car Auctions, Warwickshire Event Centre, Leamington Spa. *classiccarauctions.co.uk* 

**Sat 24,** Perth. Morris Leslie Classic Auctions, Errol Airfield. *morrisleslie.com* 

**Fri 30,** Hampshire. Barons Auctions Jaguar Heritage Sale, live online, Southampton. barons-auctions.com

**Fri 30**, USA. Bonhams' Audrain Concours Auction, Newport, Rhode Island. bonhams.com/cars

## **OCTOBER**

**Wed-Thu 5-6,** USA. RM Auctions' Hershey sale, Hershey Lodge. *rmsothebys.com* 

**Sat 8**, Somerset. Dore & Rees Classic Cars, Cheese and Grain, Frome. doreandrees.com/motoring

**Sun 9,** Belgium. Bonhams' Zoute Sale, Knokke-Heist, Zoute, *bonhams.com/cars* 

**Wed 12,** Somerset. Charterhouse Auctions, Haynes Motor Museum, Sparkford. *charterhouse-auction.com* 

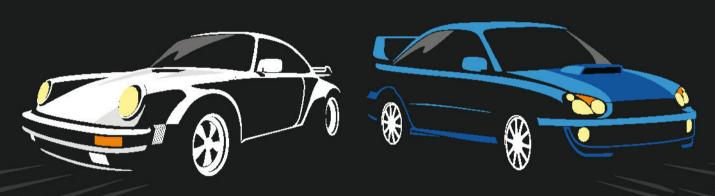
**Sun 16,** France. Artcurial's Automobiles sur les Champs, Paris. *artcurial.com* 

**Wed 19,** Cambs. H&H Classics, Imperial War Museum, Duxford. *handh.co.uk* 

**Fri-Sat 21-22,** North Yorkshire. Mathewsons, live online, Thornton-Le-Dale. *mathewsons.co.uk* 







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# Pebble honours return home

Pebble Beach Concours d'Elegance returns first American winner in nearly a decade

unique European-styled Duesenberg became the first American car to win the Pebble Beach Concours d'Elegance since 2013. The win makes the Duesenberg marque the most successful in the concours' history, with seven Best in Show wins to its name, although the last Duesenberg to do so was back in 2007.

# **Duesenberg J by Figoni**

First-time Pebble Beach winner Lee Anderson owns the one-off Figoni Duesenberg J Sports Torpedo, which was being shown after a three-year restoration that reunited the unique body with its original chassis. 'We've been doing Pebble Beach for years, and we've come close to winning in the past, but never did. All the preparation, and the story behind this car, is just amazing. There's only one Figoni Duesenberg, ever ever, and it's this one right here.'

Ordered new in Paris in 1932 by Peruvian sugar magnate Antonio Chopitea, the Joseph Figonibodied car was used by Edmond Z Sadovich on the Paris-Nice Rally, finishing 17th in a field of 59 cars, before Chopitea took delivery of it. He subsequently entered the Duesy in several contemporary French concours in the Thirties.

The car was shipped to the USA in the Sixties when, as Concours chairman Sandra Button put it, 'history took a turn'. The Figoni bodywork was removed and mounted on a different Model J chassis, while the original chassis was sold off to another collector for restoration. The two elements of the car ended up in separate circulation until three years ago, when Floridian Anderson acquired them both and reunited them in a definitive restoration.

# Talbot-Lago T150C-SS coupé

This Figoni et Falasci Talbot-Lago was narrowly beaten to Best in Show by the Duesenberg. Seen in public for the first time since surfacing at a Scottsdale auction in 2009, it has now returned to its original colour scheme as part of a restoration by Swiss collector Fritz Burkhard.

One of just 14 Figoni et Falaschi 'teardrop' coupés, this one is even purer of line as the only one to be built without a sunroof, instead

boasting opening windscreens. Although built for export to the US, it was used early on in Paris by double Olympic bobsleigh gold medallist Frederic McEvoy. He also ran a luxury car dealership, and used this car for promotional purposes alongside his own example.

It was exported to the US by then-Paris-based Luigi Chinetti, who sold it to LA collector Tommy Lee in 1939. After World War II Lee street-raced the Talbot against local hot-rodders, who were inspired by its lines to carry out similar modifications. In the Fifties it was bought by Harley-Davidson designer and Excalibur creator Brooks Stevens and kept in his personal Wisconsin museum. The museum's curator had the car repainted in red while Stevens was working away from Wisconsin in 1979. It received a mechanical restoration in the Nineties, but has only recently been returned to the appearance McEvoy would have recognised in 1937.

# **Columbia Mark XIX Surrey**

This early electric Columbia won the Unorthodox Propulsion class on its Pebble Beach debut,



beating competitors powered by all manner of methods including steam, gas turbines and petrol-electric hybrid setups, all of them built between 1900 and 1963.

Restored in the Nineties when it was part of the Henry Ford Collection, this is the only known example of a Surrey-top Columbia – with a fixed rear part of the roof supporting a canvas top – in existence. Featuring five forward speeds and three reverse, and powered by two electric motors fed by Exide batteries, the Columbia







was highly advanced. Accordingly it cost \$1900 – twice that of the average petrol car in 1907.

# **Porsche 904 Carrera GTS**

Making its first public appearance after a recommissioning to roadworthiness, the Audrain Collection's Porsche 904 Carrera GTS also won the Postwar Preservation Class.

Audrain bought the car as part of the collection of its original owner, Nick Begovich, in 2020, after Begovich passed away aged 98. Aircraft engineer Begovich collected this 904 road car straight from the Stuttgart factory in April 1964, driving it in Germany before having it air-freighted to California, whereupon he collected it from the airport and drove it home.

Begovich didn't live far from his workplace – he was engineering director at Hughes Aircraft – and as a result didn't feel the need to commute in his cars, preferring to tinker with them as examples of groundbreaking engineering. As a result, this 904 has just 1800 miles on its odometer, and is used as a reference by Porsche for 904 restoration and parts manufacture.

Upon its acquisition by the Audrain Collection, CEO Donald Osborne's team set about a very light-touch recommissioning, making the car roadworthy again while avoiding affecting either its patina or mechanical originality.

# Lancia Dilambda dhc by Carlton

This well-travelled British-bodied Lancia made its US concours debut at Pebble Beach, having completed an epic journey in the hands of its owner and restorer, Filippo Sole.

Originally bodied in London as a drophead coupé by the Carlton Carriage Company, the work of Albert Halsall and William Biddle, the car

had undergone several rebodies and restyling attempts in the hands of several owners, before Sole took ownership of it in 2018. He restored it to its original 1930 appearance, and won the Coppa d'Oro at the Concorso d'Eleganza Villa d'Este in 2021, its first postrestoration showing.

For Pebble Beach 2022, Sole had the Lancia shipped from his home in Milan to New York, from where he undertook a cross-continental drive in the 92-year-old car all the way to Monterey, California. At the Concours, the Lancia narrowly missed out on the European Classic Early Open title, which was won by a 1931 Bentley 4½ Litre Vanden Plas tourer.





# Silverstone's Eighties eulogy

Group C 40th anniversary and touring-car action defines bumper Silverstone Classic

eavily reworked for 2022, the Silverstone Classic featured more off-track curated shows than before, including every one of Lewis Hamilton's FI World Championship-winning cars, a display of James Bond vehicles, and a track parade of examples of once-plentiful saloons now down into single-figures of survivors.

# BMW 635CSi

This recently-exhumed ETCC BMW was making its first public postrestoration appearance. 'It was a privateer car owned by Giuseppe Briozzo, who drove it alongside Urs Kneckt, Hans-Rudolf Stalder and Georges Bosshard in the 1983 ETCC, said owner Tristan Judge. 'It was very much not a works-supported effort. I'm trying to piece together the details of its history, but it seems it regularly changed livery between races because Briozzo's sponsors came and went. It's been restored to its guise from the 1983 Donington Park round - Geoff Steel finished the work last year.

'It's just a 635CSi – the M version was never actually homologated,'

said Judge. The car's best finish was eighth at Pergusa in a season peppered with DNFs, and when the car was found in Italy it wore a yellow and green livery consistent with Briozzo's races in 1984, though whether this car was used then is as-yet unknown.

# **Arrows A6**

This unusual ex-Alan Jones F1 car made its first race appearance since disappearing from view part-way through the 1983 season. 'We've just finished restoring it after buying it two years ago,' said the car's coowner Michaela Bruckner.

'It didn't do very well in period. Arrows intended it to be a relatively affordable F1 car, normally-aspirated at a time when turbochargers were starting to dominate,' said Bruckner.

The disparity in performance on the F1 grid in the Eighties ultimately led to the short-lived Jim Clark and Colin Chapman Cups for the bestperforming normally-aspirated machines. Arrows couldn't afford a turbo engine.

'It's stamped "A6/5" on some parts. It's actually chassis A6/1, converted to a flat-bottomed design after ground effect was banned for 1983. Alan Jones had tested the ground-effect A5 preseason and these modifications were made as the new rules came in, so it was very short-lived.

'Jones never finished a race with it, and Chico Serra failed to qualify for the 1983 Race of Champions – the last-ever non-championship F1 race. However, until Damon Hill in 1997, it was the only Arrows to be driven by a World Champion. It wasn't seen in F1 again after Montreal 1983.

'It was sold on to compete in Formula 3000 because it fitted the new regulations, but never raced. It ended up being used as a trainer by a racing school in Sweden.'



# Porsche 956

'This car hasn't been seen in public since 1984 – we restored it over

# **Events**





the last nine months', said Trevor Crisp of the ex-John Fitzpatrick Racing Porsche 956 chassis 110, one of the stars of the Group C 40th Anniversary exhibition.

'It won the 1983 Brands Hatch 1000km with John Fitzpatrick and Derek Warwick, one of just two 956s to ever beat the Porsche factory team's cars,' Crisp continued. 'It's also the sole 956 to race and win in the US, at Elkhart Lake. It took second place at Imola, and made the podium at the 1984 Silverstone 1000km too. It also raced at Le Mans in 1984, with Alain de Cadenet and Chris Craft. After this, it went straight into a private collection and hasn't been seen since until today.

'However, it hadn't run since 1984. To restore it, we had to take it right back to the bare chassis tub. It was repainted after Le Mans in 1984, resprayed over the original 1983 scheme, which it's back in now.'

# **Toyota Corolla AE86**

'This is its first time out since 1990, and believe it or not that paintwork is completely original,' said Nigel

Parry of his striking Marlboroliveried ex-European Touring Car Championship Toyota Corolla.

'It raced in the ETCC from 1986-88, entering some 41 races with Czech racing driver Antonin Charouz, and was fairly successful in its class. After it was retired from touring-car competition for 1989, it competed in continental hill climbs, then Charouz bought it back. It spent the next 24 years in his private collection.

ago, but it's not restored. It's been polished and has a new fuel tank and safety equipment, but it's as it at the 1988 500km, where it was full of AE86 fastbacks and finished is a proper Group A homologation is aluminium alloy to save weight, and that 1.6-litre 4A-GE twin-cam

'I brought it over three years was in 1990. It was last at Silverstone the only two-door Corolla in a class 29th overall and third in class. But it special - almost every nut and bolt

engine can rev to 9500rpm! It's Toyota's BMW E30 M3.

# Porsche 962

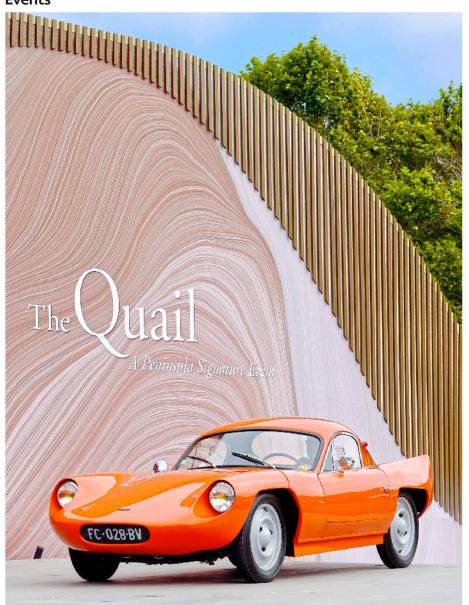
'This 962 is back in its original configuration after a 14-year sabbatical,' said Henry Pearman of his unique Nigel Stroud-designed carbon-honeycomb monocoque Richard Lloyd Racing Porsche 962. Thruxton-based Lloyd modified his Group C racers with the backing of Porsche GB, although he went up against the works teams.

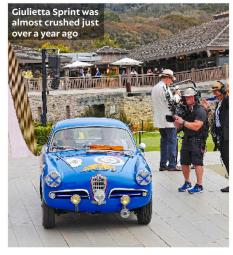
'It raced in the WEC in 1988-89, first with Derek Bell and James Weaver, then with Bell and Tiff Needell. Its best finish was second at the 1988 Silverstone Supercup, and earlier in its life it had also finished on the podium at the Group C World Challenge race at Tampa, Florida, in 1987. After its frontline racing career it was bought by Nick Mason of Pink Floyd.

'I've actually had it since 2002, and I won the Group C race with it at the Silverstone Classic back in 2007, when it was still in its blackand-silver 1989 appearance. It's now back to how it was in the 1988 WEC.'



# **Events**









# French BAT flies in to California

Curious Alfa-alike show car stuns The Quail despite humble 2CV underpinnings

nique prototypes, rock 'n' roll supercars and celebrations of the Mini and Jaguar at Le Mans graced Quail Lodge for its annual Motorsports Gathering. Best of Show went to William Pope's ex-Bobby Unser/ Ken Miles Jaguar D-type, which was road-tested by Road & Track twice in period, but the event hosted an array of more eclectic classics too.

# Mismaque Citroën Squal

The one-off Mismaque Squal ('shark') prototype was shown for the first time since the 1960 Paris Motor Show where it made its debut.

The creation of former Bugatti engineer Guy Mismaque, the Squal used low-drag aerodynamics complete with stabilising fins – in a shape inspired by Bertone's Alfa Romeo BAT concept cars – to extract greater performance and refinement from the Citroën 2CV's two-cylinder engine. Mismaque also devised a new, shorter tubular spaceframe chassis for the Squal.

Development of the new car took three years, with Mismaque completing three cars, the earliest by the end of 1959. Two of the cars

were 2CV-powered. Mismaque painted this one – chassis 9C – the same shade of orange used on some of Citroën's Paris-show DS19s, and exhibited it at the 1960 Paris Motor Show.

After the show chassis 9C was dismantled and the body lost. The other 2CV-powered car was rebodied by its owner some years later, and the third car was built to a different design around Simca Aronde underpinnings.

In October 2021, working almost in secret, a collector tracked down chassis 9C and asked Guy Mismaque – now 87 years old – to help him restore the car. Using Mismaque's original glassfibre moulds, a new bodyshell was created. The car was sold to its new New York-based owner in March 2022.

## **BMW M1**

Making its US debut, this BMW M1 won the 50th Anniversary of the BMW M Division class. It was originally bought new by Pink Floyd drummer Nick Mason direct from the Bayern factory during the band's The Wall tour in 1980. A cartoon version of the car was also worked into

the animation of the song's music video, in which a giant black guitar metamorphoses into Mason's M1 before driving off. Mason and the band's manager Steve O'Rourke were already associated with the M1, having raced one at the previous year's Le Mans 24 Hours. The current owner, Benjamin Clymer, bought the car directly from Mason's collection, and although it now lives in New York it hasn't yet been road-registered in the US, so still carries its British number plates.

# **Alfa Romeo Giulietta Sprint**

Dick McClure's newly-restored 1958 Alfa Romeo Giulietta Bertone Sprint coupé won the Spirit of the Quail award. Chosen for its combination of design, driving experience, performance for its time, innovation, and timelessness, it also reflected the quality of McClure's work.

This Giulietta was rotten and destined for a scrapyard crusher when McClure rescued it in June 2021. 'An intense restoration followed,' he explained, 'including new body and floor panels and a full mechanical and cosmetic rebuild'. It has also been prepared for historic rallying.

# Sept-Nov event highlights

As races give way to rallies and shows go indoors, plan the end of your classic 2022

# September

24 VSCC Prescott. Prescott, Gotherington, Gloucestershire prescotthillclimb.co.uk

24 Thrust SSC: Celebrating the Land Speed Record. Coventry Transport Museum, Warwickshire transport-museum.com

24-25 Chantilly Arts &

Elegance. Chantilly, France chantillyartsetelegance.

24-25 Sywell Classic. Sywell Aerodrome, Northamptonshire sywellclassic.co.uk

25 Beaulieu Simply British. National Motor Museum, Beaulieu, Hampshire beaulieu.co.uk

25 MGB 60th Anniversary.

British Motor Museum, Gaydon, Warwickshire britishmotormuseum.

#### October

1 HERO Challenge 3. Petersfield, Sussex heroevents.eu

2-7 Modena Cento Ore. Milan to Modena, Italy

modenacentoore.canossa.

7-9 Motorclassica. Melbourne, Australia motorclassica.com.au

7-9 Dijon Motors Cup. Circuit Dijon-Prenois, France

hvmracing.fr

8-9 VSCC Welsh Trial. Presteigne, Powys, Wales vscc.co.uk

9 October Scramble.





Bicester Heritage, Oxfordshire

# bicesterheritage.co.uk

**9** Autumn Motorsport Day. Brooklands Museum, Surrey brooklandsmuseum.com

15-16 Weston Park Rally Festival. Telford, Shropshire weston-park.com

15-16 HSCC Finals. Silverstone, Northamptonshire silverstone.co.uk

20-23 Auto e Moto d'Epoca. Padua, Italy autoemotodepoca.org

22-November 20 Lima to Cape Horn Rally. Lima, Peru-Patagonia, Chile endurorally.com

29 Flame & Thunder. Santa Pod, Podington, Northamptonshire santapod.co.uk

29 CSCC Cadwell Park. Cadwell Park, Louth, Lincolnshire

cadwellpark.msv.com

## **November**

**3-6** RAC Rally of the Tests. Blackpool, Lancashire-Torquay, Devon heroevents.eu

5 Rallye Prescott. Prescott, Gotherington, Gloucestershire prescotthillclimb.co.uk 6 Motoring Literary & Art Festival Whittlebury Park, Northamptonshire porterpress.co.uk

11-13 NEC Classic Motor Show NEC, Birmingham necclassicmotorshow.com

12 VSCC Lakeland Trial Low Lorton, Cumbria vscc.co.uk

19 VSCC Cotswold Trial Prescott, Gotherington, Gloucestershire vscc co uk

December

**3** VSCC Winter Driving Tests Bicester Heritage, Oxfordshire vscc.co.uk

# Nicola Materazzi,



1939-2022

Nicola Materazzi, the engineer and turbocharging specialist who defined a generation of supercars, has died aged 83.

Initially a mathematician working for Lancia, Materazzi calculated suspension tolerances and helped to design layouts, including on the Fulvia HF. He broadened his expertise on the Stratos project, embracing engine and aerodynamic design, ultimately masterminding the turbocharged Group 5 racing-prototype Lancia Stratos.

Materazzi brought this experience with him to Scuderia Ferrari in 1980, creating a new generation of turbocharged V8s for both Ferrari's F1 cars and Lancia's sports prototypes. He continued this theme through to the development of the 288GTO and F40 road cars.

After the FIA banned turbochargers from Formula One, Materazzi became the technical director of sports motorcycle firm Cagiva, before taking up the same role with Bugatti to create the EB110.

# CCW is hiring...

Our sister newspaper Classic Car Weekly is looking for a Content Editor. The Peterborough-based position involves commissioning and writing news stories and features, managing contributors, building relationships with key stakeholders in Britain's classic car market, and helping to ensure that every issue is unmissable. jobsearch.bauermedia.co.uk





# COFFEE MEET OF THE MONTH

# **LEIGHTON BUZZARD CARS & COFFEE**

## What is it?

A hugely popular meet of enthusiast cars, be they classic, performance, customised or just plain unusual, on the spacious forecourt of service, repair and restoration specialist Jackson & Philips in Leighton Buzzard. Coffee and bakers' van on-site, and each meet has a sticker inspired by a classic motor sport livery.

# Where is it?

Jackson & Philips Automotive Services, Leighton Buzzard, LU7 1BY

# When is it?

The first Sunday of every month - next one is October 2 How much is it?

Free, but get there for 10am because it soon spills onto the street outside.

# **Barn finds**











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# Ferrari al fresco: no longer fresh

Deteriorating 308GTBi emerges from 15-year Yorkshire slumber to sell for £35k

his 1981 Ferrari 308GTBi has been off the road for 15 years, with around ten of those years of inactivity spent outside. More recently, the car was stored in a garage at the vendor's property in a North Yorkshire village, however by that point the north country weather had already taken effect and this 308 is now a restoration project rather than a candidate for quick recommissioning.

It emerged in August to a keen reception on The Market by Bonhams, attracting bids that finished with an above-estimate sale price of £35,558. Hopefully the new owner has deep

pockets, or sufficient skills to put the car right, which will be an involved task. The door bottoms, lower parts of the wings and one side of the nose are corroded, with damage to the driver's side sill

and the GRP chin spoiler from a long-ago spin on black ice. The passenger door declines to open and the V8 engine hasn't turned in 15 years, for fear of snapping the elderly cambelts.

The interior may respond to a good clean, though whether the pale leather with red piping would still look right if the new owner returned the car to its previous black paint is debatable.

The 308GTBi is a relatively rare variant, produced for only two years from 1980 and totalling 494 for the hard-top examples. Bosch K-Jetronic injection

replaced the row of Weber DCNF carburettors and led to easier, more dependable behaviour at the cost of some 30bhp. The 32-valve 308 Quattrovalvole then replaced the GTBi in 1982 and recovered that lost power.

With an apparently genuine 68,645 miles on the clock but at least 13 owners, this 308 represented a rare chance to get in at ground level for a mid-engined, right-hand-drive Ferrari.

# Fifty years in shed for glam but glum Derby Bentley

This 1935 Bentley 3½ Litre Drophead has been stored in the same cart shed on a farm in Dorset for the past 68 years, and hasn't turned a wheel for the last half century. Chassis B8DG was originally ordered by wealthy Australian tea merchant Philip Bushell who had it sent to Thrupp & Maberly for a dashing DHC body.

The name WMW Marshall is co-listed as original owner in Michael Ellman-Brown's exhaustive *Bentley: The Silent Sports Car, 1931-1941* and he may have been the agent responsible for exporting the car. Indeed, following delivery to Mr Marshall in April 1934, it seems to have taken the slow boat, needing until February 1935 to reach Mr Bushell in Sydney.

The Bentley later returned to the UK, probably in 1947, though this is something of a guess based on the mis-dating of the car on a sales invoice

that survives from 1954. At this time, it was sold at a garage in Shaftesbury, Dorset, where a 73-year-old local farmer fell in love with the Bentley and bought it for £1050, a large sum in those days. He disliked the yellow paintwork and had it redone in black, costing another £500.

In use until 1968, the Bentley then failed the MoT on its kingpins, and so languished in the cart shed. It was brought out again in about 1971 by the current owner, the farmer's grandson, when some repairs were made, only for it to be pushed back in the shed where it remained until now. With the farmer's grandson, and now his own son, realising they will never get around to restoring this beautiful Bentley, a decision was made to contact Richard Bromell of Charterhouse Auctions. It is estimated to sell for £50,000 to £70,000 in the Charterhouse

specialist auction of classic and vintage cars on Wednesday 12 October at Haynes International Motor Museum, Sparkford, Somerset.

'As a child, I thought every farm had old buildings hiding away classic and vintage cars,' said Richard. 'Although I have seen and sold many barn finds at Charterhouse over the decades, this one certainly trumps all other previous discoveries.'

The car appears to be pretty original and is far from a wreck, though it's described by Charterhouse as 'requiring full restoration'. It's a striking body, numbered B952, was one of only a handful of this design constructed on a Bentley chassis. It was part of a glamorous trend for streamlining typical of 1934 and '35, with very similar shapes offered by Lancefield, HJ Mulliner and Vanden Plas, among others. Add this to the car's long family ownership and there should be keen competition to offer it a new home.













# GTO is no longer the GOAT

This North American discovery comes to us from Chris Miller, who also turned up the Bricklin barn find in our August issue. This time he came across a 1971 Pontiac GTO during another estate liquidation in north-east Pennsylvania, but this Goat – the nickname for the GTO amongst muscle-car people – could hardly be called the Greatest Of All Time. 'I offered it on eBay and it made less than \$5000,' says Chris, 'but it was very much in as-found, raw condition. It needed engine work and lots of body work, as it was pretty badly rusted. However, it was a genuine 1971 GTO and someone will restore it, I hope.'

By 1971, standard GTO specification included a 400ci (6.6-litre) V8 rated at 300hp, plus interior upgrades, stiffer suspension and a bonnet (sorry, hood) with twin scoops to direct air into the hungry four-barrel carburettor.

A good one fetches \$50,000 (£43,000) so perhaps this discovery has a future beyond being a parts donor.



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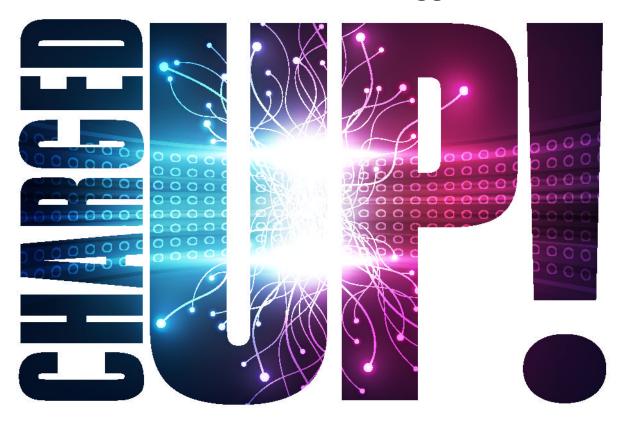
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# **Next Month**

The December issue of Classic Cars is looking good; don't miss it!



Electric, plug-in and hybrids take on the establishment

DECEMBER ISSUE ON SALE 26.10.2022



# **PLUS**

Earls Court Show De Tomaso Pantera GTS driven • epic restoration of a Bristol 401 • life story of an Opel Manta GT/E • we put a reader in a Porsche 356 for the day • earliest UK-surviving Ford Cortina MkI driven • detailed Renault Clio Williams buying guide • Price Guide Quarterly update

# **AVO** memories

Great to read the Rod Mansfield interview (October 2022 issue) describing the early days of Ford's AVO operation in Aveley.

OF THE MONTH My father, Ron Inglefield, worked there from the beginning. His company car was a red Escort Mexico, and as a schoolboy of six or seven years old it was a rare delight for me when he came home with left-hand-drive prototypes, including a Capri RS3100 which I pretended to drive on my way to school because he was sitting on the 'wrong side'. There were various RS Escorts, and I particularly remember an RS1600 because it would never restart when hot, which meant going to the petrol station was a particularly torturous exercise because he might have to remove several spark plugs to get going again!

Our neighbours, who all had various Cortinas and Capris, were forever coming over to have a poke around the latest hot Escort.

Your article reminded me of my visit to Aveley where I saw the cars on the merry-go-

round production line, which seemed very advanced. At the end of my tour I was given perhaps the smallest RS jacket ever made - I was six. I wore it to school with enormous pride.

Great to be reminded of a simpler time, when an RS Escort was exotic, Mercs and BMWs were for wealthy business owners and your average company car was an Escort 1100L. Simon Inglefield



# **Seductive E-type**

Your story on the early E-type (Sent to Coventry, August 2022 issue) brought back great memories. As a uni student in the early Sixties I was working in a sawmill in Christchurch where the sawmill and adjacent paper packaging plant were owned by two brothers. One beautiful summer's day one of them rolled up in a light-blue S1 E-type roadster. To a student driving a clapped-out MG TA, it was beyond belief, something I could never imagine aspiring to.

A couple of years later I was assisting a mate working on his PhD on waterfowl and visited a lady whose husband's business enterprise funded a waterfowl restoration project in gravel pits near Christchurch airport. Her husband had bought her a white E-type roadster and she invited my friend to go for a ride. He had never been known to turn down an offer from an attractive woman but felt this might be a risk to his research project. I think I would have taken the ride!

I am now 79 and my previous sports cars are fading into the past. However, it is hard to forget my 1959 Austin-Healey 100/6, featured in the April 1988 issue of Classic Cars. I currently drive a 1997 Jaguar XK8 and as a grand tourer I think I have found my final ride. Your magazine keeps an old man motivated, despite the

increasing difficulty of folding myself into low-slung sports cars. Gordon Hosking

# I had an X1/9

What great memories were brought back by Emma Woodcock's feature on the Fiat X1/9 Lido (Pioneer in Miniature, September 2022 issue)

I bought the same model new in 1998. part-exchanging a year-old rubber-bumper MGB that was already showing signs of corrosion. The Fiat was everything the road testers of the time admired, it was like a mini Ferrari with a targa top and handling no reasonably priced British sports car could live with.

My first road trip was to the nearby North York Moors on the B1257, hoping to impress my new girlfriend. On this road we were spotted by an RAF jet fighter that seemed to continuously use us as target practice but the little Fiat's handling on that day must have surely impressed the pilot because he tipped his wings as he left, probably to RAF Leeming.

I hope owner Neal Gibbons has as much fun in his car as we did in ours. My girlfriend became my partner of 38 years and I still have the original Lido brochure, Carello covers and a Lido luggage bag if Neal is interested.

Peter Leather

See www.greatmagazines.co.uk/classiccars for details

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# TIN WILLSO

The Manx beach buggy – the car that kicked off a craze – is making a comeback, in confidently modern style. I can see it becoming instantly collectable

n the title sequence of the 1968 Elvis Presley movie, Live a Little, Love a Little, Elvis barrels along a Malibu beach manhandling a tangerine Meyers Manx dune buggy with surprising aplomb. This is the only good bit of an otherwise dire film but demonstrates just how quick and agile the original Manx buggy was and why it caused such a sensation. The Manx spawned an entire dune buggy movement and dozens of imitators but, sadly, didn't make its visionary creator any money. Bruce F Meyers was an obsessive Californian boat builder, artist and inventor, who in 1964 designed a build-at-home kit with a shortened Beetle chassis, engines from VWs,

Porsches or Corvairs, along with Chevrolet pickup trailing arm suspension, knobbly off-road tyres and an open glassfibre body.

Priced at \$635 the Manx MkI buggy kit made the front covers of *Hot Rod Magazine* and *Car and Driver*, and went on to win a slew of off-road events, trounced all 68 competitors in the

inaugural 1967 Mexican 1000 and, in the Pikes Peak hill climb of the same year, fitted with a Corvair engine, beat all comers, including a Cobra 427. Such success spawned NORRA (National Off-Road Racing Association) and made the Manx the darling of the Sixties Californian surfing crowd.

Quality-obsessed Meyers couldn't keep up with the blistering demand, waiting lists mushroomed and dozens of imitators filled the gap. Even though Meyers had patented the design, a judge in the patent test case was too dim to realise that the Manx was genuinely the first-ever dune buggy and ruled that the design, by then widely copied, couldn't be legally protected. By 1971, Meyers' climbing legal bills, stubborn obsession with detail, plus tax issues with the IRS, forced him to shut up shop. But our heroic story doesn't end there.

Through the Eighties and Nineties Meyers flirted with several other incarnations, less easy to copy, and in 1999 bought his company back. But seven months before his death at 94 he sold the rights to venture capitalist, Phillip Sarofim, who in August 2022 launched the Meyers Manx 2.0, a battery-powered, fully-assembled version designed by Freeman Thomas, who penned the Audi TT, Chrysler 300 and '94 heritage VW Beetle. Instead of VW mechanicals and a GRP body, the new Manx has an aluminium monocoque and a choice of 20kWh or 40kWh battery packs good for up to 300 miles range and a sixty dash of 4.5sec. I spoke to Freeman, ahead of the Malibu launch, who told me it was one of the most challenging designs of his career.

Even for those who don't like dune buggies or electric cars, this reboot is a masterful design, blending modern electrification technology with the

# 'Even for those who don't like dune buggies or electric cars, this reboot is a masterful design'

unmistakable Manx DNA. It radiates the same visual virtues that in 1964 kickstarted an entirely new genre.

Sarofim and Thomas are being tightlipped about price and will build 50 beta versions to test the market. But history tells us that early Manx buggies have always been fiercely desirable with authenticated originals with low chassis numbers selling at between \$50k-\$100k. Freeman also told me that there will be a right-hand-drive version; someone in the Cotswolds has already placed an order. Apart from looking super cool, the electric Manx has a brave and fascinating classic heritage. Those first 50 pre-production versions won't hang about, and I wouldn't be surprised if some reappear on the market with resellers at rather more than the list price. Time to dust off some dunes?

if some reappear on the resellers at rather more price. Time to dust off som neties other and in . But at 94 talist,

Quentin Willson had a nine-year stint presenting the BBC's Top Gear, has bought and sold countless cars and has cemented a reputation as everyone's favourite motoring pundit.





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# FITZPATIRIO his racing career in the British Saloon

Car Championship, winning it in 1966. He was European GT Champion in 1972 and 1974, and became a team owner in 1981.

John Fitzpatrick began

Remembering the Lotus Cortinas I owned new took me back to the days when you could enjoy a bit of gratuitous speed on the public highways

ne of my favourite road cars ever has to have been the Lotus Cortina, so I was pleasantly surprised to see one advertised recently for a very reasonable price. Perhaps the cost of maintaining them has become prohibitive but I think I might take the plunge and enjoy one again. I was driving for the Cooper Car Company in 1964 together with Paddy Hopkirk and we thought we would have a good shot at winning the British Saloon Car Championship but Ford decided to use the Lotus Cortina with Jimmy Clark driving and he won everywhere. Halfway through the season we did upgrade the Minis to 1275cc from 1071cc and the gap came down a bit but we were never in the hunt. I remember we had use

of the larger engines for the first time at the Grand Prix meeting at Silverstone. practice, Jimmy Clark in the Lotus Cortina came up to overtake me before Copse corner and was not

able to get past until well after Becketts on the main straight. He came up to me afterwards in the paddock and was anxious to know what Cooper had done to our cars to make them so much faster.

Although I was driving for Cooper, I did fancy the Lotus Cortina as a road car and convinced my father to help me buy one - in other words, for him to pay for it. The first 1000 cars were produced with many lightweight parts such as doors, boot lid and bonnet to reduce the overall weight for homologation purposes. The original price was £1100 but was later reduced to £992 after the first 1000 had been built, and the lightweight parts were replaced by stronger steel ones for reliability. I bought the later model but the reliability issues had not been completely solved and it spent more time in the Ford workshops than it did on the road.

However, putting that to one side it was a rocket in those days. Most people didn't know what it was because it looked fairly conventional except for the green stripe down the side and unless you were a motor racing fan you had probably never heard of Lotus. That soon changed when Jimmy Clark won the World Championship and sales of Lotus cars boomed.

When the Cortina MkII announced the Lotus version was made available in the full range of Cortina colours, and I bought a metallic brown one which was far more discrete and raised a few eyebrows. The only giveaway was the subtle Lotus badge on the rear fenders. On top of that, I had Ralph Broad and his Broadspeed magicians tune it with higher compression and different camshafts and it was truly a flying machine. Unfortunately, the 70mph speed limit had been introduced and despite

### 'The police were more interested in the car and what it had under the bonnet than giving me a ticket'

being very careful I still managed to accumulate an endorsement or two. Many a time I was stopped by the police who were more interested in the car and what it had under the bonnet than actually giving me a ticket.

Unfortunately, those days are gone now and motoring is not the fun it used to be. I do enjoy the odd trip to the Continent where the opportunities for fast driving are plentiful and the odd speeding fine doesn't risk loss of license. Of course, there are also several sections of the German autobahns which are unrestricted and where the Porsches and Mercedes can stretch their legs without having to look in the rear view mirror. I fear we speed enthusiasts have seen the best of it.

John

ust as we all gave a collective post-pandemic sigh of relief, world events continued to get more and more unpredictable. And yet, some things remain constant: the classic car market is still buoyant. Good cars continue to sell, with the march of a younger generation seeing modern classic prices booming, and all indicators point in the direction of a pleasing, slow tip back to an enthusiasts' market. While the world appears to be going to hell in a handbasket, there's never been a better time to go out for a distracting blast, but in what? We gathered six industry insiders and asked them to name the cars that they see as great buying opportunities in the months ahead. Some need plucking sooner rather than later because they're currently languishing, with little or no price movement despite their inherent desirability, or they're already on the move. Others have slipped sufficiently since their mid-decade peak that they look attractive again. We've tasked our experts with picking standout cars in six price categories, from sub-£25k to over £500k. Here are their tips for the most compelling automotive mind-cleansers in today's market.

> Words ROSS ALKUREISHI Photography BAUER ARCHIVE/OTHER





#### Our six market experts



Donald Osborne Donald is a classic car historian, author, consultant and writer. He also serves as CEO

for the Audrain Auto Museum in Rhode Island, USA, and appears in numerous television and YouTube productions, including Jay Leno's Garage. He's just added a 1953 Jaguar MkVII with one previous owner to his own collection.



Emanuele Collo As managing director of Geneva boutique dealer Kidston SA,

Emanuele has

overseen the sale of some of the world's most exclusive classic cars. His particular areas of expertise are post-war Italian and German cars, though he's currently eyeing up Renault 5 Turbo 2s.



#### **Mathew Priddy**

After studying car design, Mathew worked in media and marketing before re-entering

the car industry. As senior car specialist at Historics, he's well-versed in liaising with clients at all levels of the market. A 911 Turbo is currently attracting his gaze.



Brian Page Brian has run classic car inspection company Classic Assessments

for approaching 30 years. He is national valuer for nine owners' clubs (including the Rolls-Royce OC, Porsche Club GB and The TR Register) and regularly acts as an expert witness in failed restoration, provenance dispute and divorce court cases.



#### Rob Hubbard

Rob joined Silverstone Auctions in March as sales director. With 15

years experience in the classic car auction field, he has an extensive knowledge. He is a keen competitor in both pre-war motor sport (at the helm of his Vauxhall 30/98) and Fifties 'tin-top' racing.



#### Jonny Shears

Jonny began his career in the classic car industry as a photographer, before rising to

become head of valuations at a leading auction house. Now general manager at Bicester Heritage-based specialist Pendine, he specialises in the Porsche and Alfa Romeo marques.

### HOT 30

'It remains a bit of a sleeper, and is a great alternative to a Ford Mexico or RS2000'



## \$**£25,000**

#### > Vauxhall Chevette 2300HS

Surprisingly, this is a first appearance in the Hot 30 for British manufacturer Vauxhall. That's despite having produced some memorable pre- and post-war sporting machines – the 30-98, Firenza Droop-Snoot, Lotus Carlton, VX220 and numerous VXR variants spring to mind. Still, its eternal rival Ford has always seemed to overshadow it in classicdom – and that's exactly why Brian Page has tipped the Chevette 2300HS.

'It's a bit of a forgotten car compared to the Escorts of the time,' he explains. 'It's one of those waiting to be found and when that happens, I think prices will go up. It remains a bit of a sleeper, and is a great alternative to a Ford Mexico or RS2000; those cars in similar condition are worth around 50 per cent more than the Vauxhall.' That's a bit of a switch-around because when new, at £5107 they cost £1000 more than an RS2000 and as such, Vauxhall found them tough to shift.

Based on the Dealer Team Vauxhall cars that raced from 1976, the road-going variants arrived two years later. In the interests of usability, the racing Lotus cylinder heads and the ZF gearbox were switched for a DTV-developed 16v twin-cam head and a Getrag five-speed 'box, which caused issues with homologation. Buyers still got the pumped-up bodywork (in silver with red stripes) with its wide wings and a brutal front air dam.

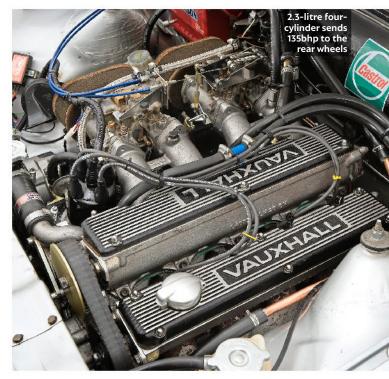
'There's a lot of good things about them. Plenty of power with 135bhp, yet you can still use them normally. Driven hard, the handling is quite predictable and forgivable.' Like most production saloon car-based rally cars of the time it's capable of some gratuitous rwd action and it's not without reflected rallying kudos, because flying Finn Pentti Airikkala romped to the 1979 British Open Championship in a Chevette HSR.

Brian says to look out for corrosion and bad repairs after accident damage. 'The engine top end can have problems sometimes, but the history of the car is key – make sure you really are buying a 2300HS.'

Our Price Guide shows the 2300HS sitting at £11,000 for a good example and £19,000 for the very best. They don't come up for sale very often; just 450 were produced. Rally homologation special values – led by Group B variants and closely followed by Group 4, and in more recent times Group A – have been on the march, but Brian feels that models like the Chevette 2300HS demonstrate that there are still undervalued cars out there.







### HOT 30\(^25,000

#### **∟** Citroën Méhari

TIPPED RV- FMANUFIE COLL

'This is just me wanting to go on holiday with a summery feeling,' explains Emanuel. 'The Méhari is a refreshing change to what we do at Kidston every day.' That's understatement at its best – Citroën's French take on the jeep (with added ooh-la-la) is based on the Deux Chevaux chassis (2CV to you and me), which means the simplest of simplistic underpinnings and mechanicals.

'I love the look. The body is constructed from ABS plastic, which was a first for a production car at the time, and nobody really spent any money maintaining or replacing it.' That means surviving examples from the 143,747, 18-year production run, are often scruffy, but the body itself is tough. 'I like orange examples, for me it's the sunniest hue, but even the more banal green I don't mind.'

On the performance, or perhaps that should be 'lack of performance', front, you get the 2CV6's uprated 602cc, flat twin air-cooled engine which is good for 31bhp and mated to a four-speed dogleg gearbox and will propel you from 0-60mph in roughly the time it takes to recite Alouette once, or perhaps even...

Burning up the tarmac isn't the Méhari's raison d'etre though, the flimsy roof and doors, if it came with any – they were optional – can be whipped off for the ultimate open-top beach-chic look, or popped back on in a couple of minutes; either way, you'll be breezing along in true Gallic style.

Anything between £10k and £20k will get you something that's very, very good and trouble-free, he says. 'You can find many at a lower price point but on all you must check for chassis rust, or poor-quality welding repairs.'

As you'd expect, given its progenitor, parts availability and specialist support is first-class. Citroën also introduced a 4x4 version in 1979, with disc brakes all-round and a three-speed transfer box, for added go-anywhere capability; they're sought-after today, but you'll pay a premium and be aware that spare parts for the off-road gubbins are *très difficile* to source.

'The Méhari looks most at home on the Côte d'Azur but wherever you drive one it's a classic car that simply makes you smile'.





'People are beginning to appreciate the E46 M3's value, performance and German build quality'

#### **№ BMW M3 (E46)**

TIPPED BY ROB HUBBARD

How do you follow a legend such as BMW's all-conquering, road and race track hero, the E30 M3? Well, not with the E36, according to Rob Hubbard. 'While the E30 was fantastic its successor proved a bit soft and, well, wishywashy by comparison. BMW got it all right with the E46, though. A scintillating 343bhp six-cylinder engine, Getrag six-speed manual or SMG sequential semi-auto gearbox, limited-slip differential, superb handling and looks that even now, remain stunning – they really are magical things and for me, the best driving of all the M3 series cars.'

That's high praise, indeed. Although not surprising, because at launch this Porsche 911 scarer took the M3 formula to an entirely higher performance plane; and despite being loaded to the gunwales with driver aids – ABS, Dynamic Stability Control, Cornering Brake Control and Traction Control – this rapid, planted, and raw-sounding car nonetheless still managed to provide the pilot with enough of an analogue experience to titillate.

'Pricewise, E46 M3s aren't where they should be yet, and that means they're a very good place to put your money,' Rob maintains. 'You can still get into an excellent example for up to £25k, but you better be quick because people are beginning to appreciate the value, performance and German build quality that they offer. Absolute belters are now sitting just over £40k. We sold an immaculate two-owner, 38,000-mile example recently for £42k – it had an estimate of just £25k-£30k!'

The lighter, more powerful, and sharper, poster-boy CSL variant has long been well north of this price bracket; the CS (Coupé Sport pack - with CSL alloy wheels, steering and suspension) too can knock it up into the next one, because they're worth circa 20 per cent more than the regular M3 car. The good news for drop-top fans is that a Convertible is around 10 per cent cheaper than a Coupé and pretty much as good to drive, even if you do lose the latter's purity of line. A lot of E46 M3s led hard lives so potential purchases should be checked for rear axle carrier panel cracks, which are difficult to repair, gasket head failure. **VANOS** variable timing issues and SMG pump problems.

Modifications

in period were

originality rules.

rife, too - today,

#### **∟** Fiat 124 Sport Coupé

TIPPEN RY DONALD OCRORNE

Donald's surprise selection in the 'Up to £25,000' category is the third distinctly under-the-radar choice in the segment. In the UK, where it was originally available, surviving Fiat 124 Sport Coupés are a rarity and vastly outnumbered by imported examples of its never-officially-available 124 Spider sibling. Donald explains, 'In the States too, the Coupé is largely unknown outside of a small group of enthusiasts.

'It's such a beautiful, attractive Pininfarina design – the true essence of Fiat at that time. You just don't come across them every day now and even when you do, they're a totally unthreatening classic.' Decent value, too – whichever side of the pond you're on. In Blighty good examples can be found for just over the £5000 mark, while in the US similar examples start around \$6000. 'I stated last year that my attitude is maximum impact for minimal outlay and on that the 124 Sport Coupé delivers.'

You'll pay more in both markets for pre-facelift variants. The model did in fact have two facelifts in its lifetime, one in 1969 that introduced quad headlights and another three years later that saw a new grille and larger bumpers introduced – if you can find one. Produced for just two years, these late Coupés have a much closer resemblance to the Spider.

'I genuinely like the earlier cars, but I also like the later four headlights from a design perspective,' offers Donald. 'Pre-facelift cars are unbelievably rare over here. Back when it was financially viable, you'd go to Italy and ship one back, but now you may have to settle for a later car.'

Specification levels are high no matter which you choose, because all had 124 Spider mechanicals. That means a range of punchy twin-cam engines (from the original 90bhp 1438cc, up to the last-of-the-Coupé-line 118bhp 1756cc), sweet-shifting all-synchromesh four- or five-speed gearboxes, sophisticated suspension, and all-round servo-assisted disc brakes.

'The driving experience is everything you'd expect from a sporty Italian car; build quality is good, too.' Mechanicals are robust, and spares plentiful, so bodywork is key to any purchase – serious structural issues can render a 124 Sport Coupé financially unviable to restore.

So given the choice, which flavour of the model would Donald go for? 'First is best and in a nice period colour, please.'



#### ✓ Ford Focus RS (MkI)

IIPPED RA WUIHEM LKINDA

Some of Ford's 'hot' front-wheel-drive offerings of the recent past had been lukewarm at best. A combination of clever packaging, a spacious interior, fuel economy, and comfortable driving dynamics had already seen its new Focus take the 1999 European Car of the Year title, but was much really expected of a performance version?

Three years later, via the medium-hot ST170, the WRC Focus-inspired RS arrived to dispel fears of it being undercooked. A pumped-up body kit featuring wildly flared arches, allied to 18-inch OZ alloy wheels and Imperial Blue paintwork set the beefcake visual tone, while forged pistons, a

Garrett turbocharger and a sports exhaust system helped the 2.0-litre Duratec engine on its way to 212bhp. Thankfully, a Quaife limited-slip differential and Brembo disc brakes did their best to rein in the bruiser's hooligan performance tendencies, as the 1278kg beast kicked, thundered and scrabbled its way from 0-60mph in 6.1 seconds.

Mathew Priddy cites the upswell in interest in the Ford marque over the last decade, and the march of a new generation of marque enthusiasts, as reasons why it's one to watch. That car resonates with people in their mid-to-late Forties now with disposable income and who are thinking about getting a classic. That will only continue. The first-generation RS had as much good press as bad when new, but I think it's a better buy in the long run because it's relatively

cheap today, even compared to the prices being achieved for later Focus RSs.

'People complained at the time about torque steer and a crashy ride, but ultimately it's an RS and is there to be driven. A lot of the Cosworthera cars were all engine and no real performance in the handling, but that Focus to me is one of the first people's champion cars that really swung me on performance and could start to give proper sports cars a bit of a rattle on through the curves.'

So where does he see the model going? 'There's always a ceiling. It's not going to sky-rocket – only very special editions or cars with provenance do that – but buy yourself a good, sub-30k mile example for around £25,000 and I think you could realistically see it double in the next decade. That's a nice place to be.'





## \$£50,000

#### > Alfa 105 Series 1750GT Veloce

'I'm fortunate to drive a lot of different cars, from Fiat Pandas to Ferrari Testarossas and Le Mans racers, but I've always loved the 105 GT Series Alfas,' says Jonny. 'For me, just like a Porsche 911, this is one of the true all-rounders; you can drive it to France, pop to the shops, or work it on a track all day and it'll be equally happy doing all of those.'

Fellow expert Donald Osborne tipped the 2000GTV in the same price category in last year's Hot 30, but here Jonny opts for the smaller capacity 1750GT Veloce. 'You wouldn't drive a 1300 GT Junior to Scotland in a day because it's too thrashy, but the 1600, 1750 and 2000 units all do much the same. People always say that the 1750 is the best engine and I'm inclined to agree; it combines the legs of the 2.0-litre with the revs of the 1300.

That said, they are so tuneable, and there's so much support for them, that quite frankly any engine is almost as good as the other these days.' The next step is to decide exactly what look you want and that he puts down to personal preference: 'scalino' step-front or non-step front, and single headlights or twin.

Step-front cars, like the 1600GT pictured, come at a premium, but you get slightly different and better-quality brakes on later the cars. One thing is for sure, in any flavour, the Giorgetto Giugiaro-penned lines remain glorious in their execution, a historical masterclass on the proportions of a three-box coupé.

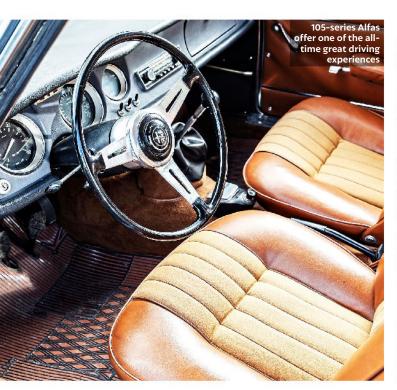
The model isn't simply a show pony, though. Climb behind the wheel and the effervescent powerplant, sweet-shifting gearbox and intuitive handling combine to imprint every single drive firmly in your memory bank.

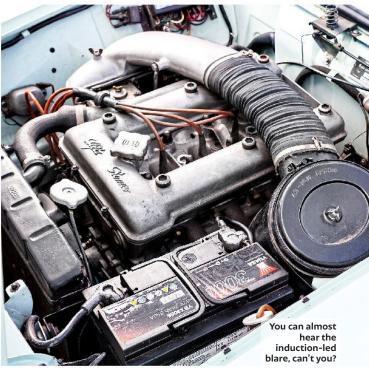
While prices languished around the £20k mark for a long time they've started to creep up in the last two to three years, with top examples now fetching over £50k; Jonny thinks we're just on the cusp of good cars sitting at £40k-£50k.

'If you hold your nerve, you might be fortunate enough to find one coming out of long-term ownership in the mid £20,000-£30,000 range from a seller that perhaps hasn't picked up on where the market is these days.' Just how long that'll remain the case is anyone's guess.

'Over the last couple of years people are just starting to figure out exactly how good they are, and just how good they look. Some are moving over from early Porsche 911s to early Alfa 105s – I think it's the next evolving 911.'







## HOT 30 & 250 000

## Porsche 911 (996 Turbo) TIPPED BY MATHEW PRIDDY

Mathew's choice for which 996 Turbo to go for, may surprise you. 'If you're a purist naturally you go for a manual but they're so good in auto form - for a normal driver or a tourer - that I'd be tempted to get a better, low-mileage Tiptronic for my money. That's probably sacrilegious, but I think I'd drive it more - I think I'd drive it a lot more.'

To say that the 996 proved a bit Marmite in period is an understatement - the headlight design, interior, and water-cooled engine provoked howls of derision from model adherents - and that remains the case for some today.

'For me those factors make it more collectible, desirable and distinguishable from the rest of the 911 bloodline. A good example will cost around £40k now; I think that's cheap, certainly

It's still a 911 Turbo. It's still ballistically quick. And for me, it's the only one that still has mileage in the value. A good 996 Turbo S will on the other

hand cost £50k and start pushing you out of this price bracket.'

Mathew personally prefers dark colours like Lapis Blue, instead of silver and Guards Red, but admits the latter is an iconic Porsche colour. 'Interiors of this vintage can be a bit dull, dark, and bland, feeling like an Audi saloon, so he I recommend trying to find one in grey or tan with a contrasting body colour to make the cabin feel a bit more special.'

Again, Mathew points to drivability as being the model's biggest attraction. 'Most people buy a classic sports car as a third or fourth car because of their impracticality. This was the first real sedate daily, but one that still had the ability to punch you in the back; it's not just confined to sunny days and Sunday scrambles, and that's unusual. I'd happily drive one to work and back two or three times a week.'

Mathew says find a car on which you can afford to put 10k-15k miles a year on the clock and you'll not only have a decent investment, but also an excellent, easy daily-driver that's not too rough and ready on the road.

'The 996 Turbo will only become more popular.'



#### Maserati Ghibli Cup

For Maserati, the term 'Bi-Turbo' became synonymous with poor build quality, reliability issues and big maintenance bills. According to Donald that's something that doesn't apply to the Ghibli Cup. 'Yes, early cars were problematic,' he explains. 'It was compounded by second owners that didn't spend the money to maintain them, but the Ghibli Cup was a special car when new and that makes a key difference.'

He believes that the model's combination of much-improved build quality and low volume production numbers (just 60 were constructed, with 26 in rhd - although, according to Maserati it produced a further 15 2.8-litre cars by special request) should mean that most examples have survived in a healthier overall condition.

Developed from the one-make Open Cup series racers, the road car's 2.0-litre, dohc V6 had a pair of intercooled roller-bearing IHI turbochargers strapped to it, which combined with aggressive ECU mapping and a free-flow exhaust system for a wild 330bhp at 6500rpm. Ditching the racing car's five-speed ZF gearbox for a six-speed Getrag unit enabled the Cup to rocket from 0-62mph in 5.6seconds, on its way to a 168mph top speed, while stiffer and lower suspension, and pin-sharp steering, endowed it with an impressive level of balance.

'A friend in the UK loaned me one for a drive to Goodwood. I found it to be a revelation - as entertaining as can be imagined. With effortless power and amazing handling, from a driving perspective it beats cars with a much higher value. As an American I should have been concerned about driving a high-powered car on the wrong side of the road, and on tight lanes, but I wasn't.'

Donald also thinks it's a great-looking modern classic, with lovely proportions. Available from new in red, white, yellow or French Blue, a Ghibli Cup is discernible by its five-spoke Speedline alloy wheels, alloy racing fuel cap and Cup badges on the lower door sections. Cabins also ditched the standard car's tacky wood trim for carbonfibre inserts, with drilled pedals, a Momo Corse steering wheel and alloy gear lever.

'Think about the idea of a new classic – the fact that we are now looking at 20-30 years; it's out of the old car category and now highly collectible. Consider what it means to the marque: this is the ultimate development of the Turbo. It is an amazing car, and a secret that relatively few people know about.

We found an immaculate 59k-mile, full-servicehistory-from-new, right-hand-drive example in Blu Spaziale with Grigio Chiaro leather interior for sale in the UK classifieds for £46,950.





#### Bentley Continental R Mulliner

The Bentley Continental R Mulliner is one of the last proper hand-built Bentleys before the marque went into the Continental GT era and down the more plasticky, modern route, says Rob. 'Continental Rs have an understated class to

them, unlike the nouveau riche cars.'

To back up this assertion, think former Manchester City footballer Mario Balotelli's camouflage-wrapped Continental GT, or even socialite Paris Hilton's in Barbie pink with diamond encrusted dashboard. Never seen them? Search the internet and prepare to weep.

There were no such horrors visited upon the earlier model and, while its overall image remains untainted, over the last few years there's been a growing acceptance of this generation 'Conti R' by the older marque aficionados. 'Where the Bentley Drivers' Club has always been about prewar WO or Derby Bentleys, a lot of those self-same owners have gone into these Conti Rs, just because they're so much easier to use, you still get the same driving pleasure out of them and they remain a proper, hand-built winged Bentley.'

In terms of the driving experience Rob says that ridiculous power (the turbocharged, 6.8-litre, all-alloy V8 is good for 420bhp and 650lb ft of torque), refinement in ride and surefooted handling qualities join to lend it the perfect combination of

comfort and performance. Mulliner variants have fantastic, luxurious interiors with cross-stitched leather and acres of French-polished walnut in which to ensconce yourself while you devour entire continents at will.

'For me, the best colour combination is Black with Tobacco leather, but British Racing Green and Dark Navy Blue are also fantastic – the darker colours just suit the shape so much better.'

Expect prices to start at £40k and rise to £80k or higher for the best examples. At either end of the spectrum that represents an absolute steal for a car that cost north of £200k when new. With just 148 examples constructed (63 in RHD), it's easy to see prices for this handsomely aggressive, two-door coupé rising in future.

#### 'It's one of those forgotten, gorgeous cars'



#### → Daimler DB18 Barker Special Sports

TIPPEN RY RRIAN PAG

While Brian's £25k choice was a bit of a beast, at £50k it's time for a beauty, and what he believes is another overlooked classic. 'The Daimler DB18 Barker Special Sports is one of those forgotten, gorgeous cars. They really are rare old beasts with just 500 constructed and, while they are quite traditional in as much as much as how they're built and put together, compared to other vehicles of a similar age they were made to a high standard.'

Based on a modified chassis from the DB18 saloon (the company's first post-war offering), the Special Sports featured a hand-built alloy body, with steel front wings and screen surround, over a well-seasoned ash frame by in-house coachbuilder Barker. Under the bonnet sat a 2522cc six-cylinder engine, with an alloy cylinder head and twin SU carburettors for 85bhp (15bhp more than its sibling). A four-speed Wilson pre-selector gearbox

combined with independent front suspension and a live rear axle to provide a comfortable ride, and an overall driving experience that was more grand touring in nature than out-and-out sporting.

Brian believes that today the model offers excellent value for money. 'You can pick up an admirable example for around £45k-£50k and if the next five years are like the last five, then you could see that rise to around £70k.'

He cites excellent backing both from specialists and the Daimler and Lanchester Owners' Club as another good reason for buying one. 'I think they look absolutely lovely in silver and dark blue or silver and black – both colour schemes really show off the body shape.

'Be aware though, that there's quite a bit of wood in their construction so look for any decay in the timber – if a car's been repaired, then ensure it's been done to a good standard.' Interiors too were lavishly finished with handcrafted wooden dashboards, thick Wilton carpets, leather hide aplenty and fully lined mohair hoods, and are expensive to restore so condition should be considered when buying.

### HOT30

'An alternative to a Ferrari 250SWB, but at a tenth of the price'



## \$**£100,000**

#### >Lancia Aurelia B20GT

In the first half of the 20th Century, Turin-based manufacturer Lancia had garnered a thoroughly deserved reputation for pushing the engineering limits in the development of its products, and its Aurelia saloon was no different. This finely honed machine offered the world's first V6 engine produced in volume, the first use of radial tyres, it had unitary construction, independent all-round suspension – multi-link at the rear – and a rear-mounted transaxle.

A sporting version followed in 1951, clothed in one of Pininfarina's most understated and elegant designs, and Rob still thinks that the resultant Aurelia B20GT is vastly underappreciated. 'You have to look at the B20 as an alternative to a Ferrari 250SWB,' he says. 'They really are a similar sort of thing and yet you are at one tenth of the price. On the road it's a great, fast +2 GT. The V6 engine is powerful, flexible and a thing

of beauty. Styling is superb, too – that fastback rear end looks majestic. They are simply stunning machines.'

In true Lancia fashion, the model underwent continual improvement through what became six series. The 1952 S3 saw the original twin Weber-fed 2.0-litre engine replaced with an enlarged 2.5-litre unit with 30bhp more than the S2's 80bhp. A de Dion tube rear axle and an up-rated engine good for 118bhp arrived two years later with the S4, with the final S6 being the most refined Aurelia B20GT of all.

'Which Series you choose is all down to personal taste. The only advice I'd give is to go for a floor-change rather than the slightly sloppy column-change gearbox of the early Aurelias – other than that they are all largely as good as each other. You're looking to pay around £130k to £140k for a really good one, but you can get into them for £100k.'

For Rob, the model's biggest asset on the road is its poise. The rear transaxle housed the gearbox, clutch and differential, endowing it with excellent weight distribution, nimble handling and ensured its competitiveness in motor sport from the off. Competition B20GTs could go toe-to-toe with much larger-capacity road racers including V12 Ferraris and Mercedes 300SLs; highlights include a class win at Le Mans in 1951, the top three spots being claimed on the 1952 Targa Florio, and an outright win two years later on the Monte Carlo Rally.

'It's remarkable what you get for the money.'







## HOT30\(\hat{2}\)100,000

#### 

TIPPED BY MATHEW PRINDY

'At the time the MP4-12C was over-engineered,' explains Mathew. 'Today, if you compare the model to the later McLaren cars, which started to become mass-produced, it's a better-made car. Consider the price of Ferrari 458s and it's so cheap in reflection – ridiculously cheap, in fact.'

Values are currently at their lowest ebb with anything under £90k offering great value. Low mileage is great, but only from a collector point of view; more important is the service schedule and that any prospective buy has been looked after correctly, when it should have been.

'I don't think you can lose money on one other than on servicing and maintenance, which are no small matter because some costs can be astronomical. I'm not always one for warranties, and most examples will be out of warranty, but there are plenty companies offering aftermarket policies; if it does have one, then it's worth keeping. If it doesn't then ensure you have the money for it when it requires work. We all like to think we can afford a supercar but always remember what they cost new, and that's the budget you should be working to.'

So, what does the MP4-12C's advanced formula – 'mono-cell' carbonfibre tub

chassis, bespoke twin-turbocharged 529bhp V8, seven-speed dual-clutch gearbox and hydraulically linked dampers – add up to on the road?

'The reason I like them is that it feels like a supercar; when you jump in it, you instantly know where every corner is and even today, it's still ballistically quick. It makes you feel like you can drive like a lunatic straight off the bat, which is an incredible feeling.' But they're also relatively tractable.

Mathew also thinks they could be worth a lot more money in future. 'A bit like the 911 Turbo, it's the start of an era – a dateline in McLaren's history. Post McLaren F1, it was the company's launch into producing supercars.

'The MP4 12C still looks stunningly modern – orange has to be the colour, doesn't it? – and very few cars on the road will put you to shame.'



## 'I don't think you can lose money on an MP4-12C other than on servicing and maintenance'

### Ferrari 348

'I've looked back through period road tests and journalists really did rate the Ferrari 348,' says Jonny. The recipe, a logical evolution of its 308/328 V8 junior supercar formula, albeit now with longitudinal placement of its enlarged 3405cc, quad-cam, 300bhp engine and a transversely mounted gearbox, allied to mini-Testarossa looks, should have been a success. 'The problem is that Honda NSX appeared and proved to be light years ahead of everyone.' So much so, that it scared the engineers at Maranello , directly resulting in the improved-in-every-way F355.

Everything I'd heard about the 348 – heavy compared to the 355; clunky gearbox; dubious handling – set me up to hate it, but when I first

drove one I loved it, and I have done ever since. The non-assisted steering is so responsive, and they actually do feel nice and planted on the road, plus you have that lovely, classic H-pattern gated shifting. They feel like an old Ferrari but have the characteristics of a new one; the 355 is a lovely car but, for me, it's a bit too easy.

Jonny also rates the looks. 'If you asked someone to draw a Ferrari it'd be that Nineties wedge shape, with rakes in the side, that they'd produce. It has both F40 and Testarossa styling cues but in a more compact package.'

On the handling front, suspensions modifications (fitment of spacers, for a wider track) are available for more predictable handling at the ragged edge. 'You're not really going to throw one around a track though, but I imagine that with modern tech you could have a real weapon of a road car,' he says.

A high number of owners shouldn't necessarily be a deal breaker; as with other Ferraris, almost all have been owned as a toy. Of more importance is a comprehensive service history. Jonny explains, 'They're pretty bulletproof if looked after well and unlike the F355, servicing costs aren't astronomical.' A good example – nice condition, low mileage and in an interesting colour (Jonny prefers silvers and blues) – will come in at around £60k-£70k, with the very best north of that.

'They remain quite affordable in the Ferrari world. There are a lot of models considerably more expensive than a 348 that don't feel as nice, and involved, to drive.

'Comparison is the thief of joy; you need to stop judging 348s alongside cars that are quite different and look at them in isolation, on their own merits. One day I think people will say, hang on, what about a 348?'



#### > Messerchmitt Tg500

TIPPED BY BRIAN PAGE

A microcar sneaking into the £100k price bracket, surely not? 'Yes, they're a lot of money for what they are, but what a machine – the Tg500 is a microcar rocket, really,' offers Brian. 'They will walk past other vehicles with three times the power or more, as long as you're brave enough.'

Unlike its three-wheeler KR200/201 stablemates, the Tg500 boasted a four-wheel layout and, thanks to its perky 493cc Sachs engine producing 20bhp, combined with a low kerb weight, it was capable of a 75mph top speed – a thoroughly exhilarating prospect when encased within the bubble canopy. Hydraulic brakes ensured decent stopping power too.

'The handling is also very responsive for that type of vehicle. You do feel a bit vulnerable on the road, but actual roadholding itself is good. They're not the most comfortable for long journeys, but great fun for 50-mile blasts on good A-roads.'

Good ones currently sit at £85k to £90k, perhaps even higher. Really rough ones can be had for £10k or £15k, but because parts are super scarce Brian suggests that you join the Owners' Club and buy the best you can. Ensure any restoration has been carried out correctly and, if you are tempted by a fixer-upper, that the car is at least complete.

'I think Tg500s will rise moderately in the next couple of years. There will always be a market for them, especially in Germany where they're considered an icon along the lines of the original Mini Cooper over here.'



Most of the circa 450 made were in closedroof form but some low-roof Roadsters were produced; you'll pay a premium for those, but even Brian has only seen one in photographs.

'Well built and thought out, with good engineering – like most German things – it was  $% \left( 1\right) =\left( 1\right) +\left( 1$ 

just better than all other microcars of its time. Enthusiasts really are thick for them, and prices are rising. They're perfect for shows and events, and you'll always be able to say, "It's based on the WWII Messerschmitt fighter aircraft," even if that's truer of the company's earlier output.'



#### ¬Lancia Appia Zagato

The Zagato moniker is multifaceted. Mere mention of it brings forth a riot of images: pioneering Twenties lightweight sports cars on the Mille Miglia; Lancias aplenty; the most collectible of Aston Martins; and a multitude of weird, wacky and outré designs that other carrozzerias would never have been brave enough to attempt. It's no surprise

then that Emanuele has chosen the Lancia Appia Zagato initially for its looks. 'It's less severe and formal than a Flaminia, and more like a miniature Ferrari 250SWB.' he says. 'I'd look for a very original example that's done small local hill climb events. Preferably one with a lot of original bodywork and a bit of patina and charm, rather than a squeaky restored example.'

The coupé is based on the charming little Appia saloon, with its innovative Vittorio Jano-designed, 1090cc narrow-angle V4 engine driving the rear wheels and mated to a four-speed gearbox with synchromesh on second, third and fourth gears. Zagato constructed around 50 pre-production examples before entering an official partnership with Lancia.

The all-alloy GT Coupé based on the S2 arrived in 1956, before being superseded two years later by the GTE ('E' for export) with S3 underpinnings and elegant, longer, and lower aerodynamic body, as well as faired-in headlights. A final hurrah saw newly arrived designer Ercole Spada pen the forward-thrusting, hyena-like lines for the 1961 short wheelbase Sport.

Power varied from an initial 48bhp, through 53bhp and then on to 60bhp in its final iteration – although tuners could derive more. All are sweet handling machines and relatively perky thanks to Zagato's lightweight clothing and were well considered in period within Italian motor sport circles. Records are non-existent but an estimated 721 examples in total were produced, with 134 of those believed to be SWB Sport models. Some early cars had trademark double-bubble roofs and fins on the rear wings, although the majority didn't.

Expect to pay between £80k and £120k. 'I don't think the model will go massively far,' admits Emanuele. 'It's quite a niche market – the sort of thing that'd appeal to a Dutchman.'



## \$£250,000

### > Allard J2/J2x

'What quirky cars they are,' says Brian. 'Basically, they're a road-going dragster. I've always been quite impressed by Allard products, which were a lovely mix of traditional British and US brute power and the pre-runner to Carroll Shelby's AC Cobra.'

Indeed, Shelby himself raced a J2 in SCCA competition during the early Fifties, while Sydney Allard and Tom Cole took third overall at Le Mans in one in 1950. The later J2x is identical, save for radius arms ahead of the front axle and a longer nose for improved handling, and its V8 engine moved forward by 7.5in, by increasing the frame length 6in, to give more cockpit space.

Each car is slightly different, but all have a space-frame ladder chassis and separate body. They have rarity on their side, too; just 99 J2s were constructed and circa 77 J2x models; if it's ultra scarce you're after then seek out a J2x Le Mans (around seven made) with all-enveloping bodywork that was brought in as a

result of Le Mans banning cycle wings in 1952. 'The V8 engines in such a light car certainly makes for a little rocket on four wheels – they're quite potent sports cars.'

Exactly how potent requires clarification, J2s were powered by a variety of powerplants including Ford-Ardun, Lincoln and Cadillac engines. The latter proved to be the hairiest with 160bhp and 312lb ft – all in a car with a dry weight of just 771kg (1700lb), and that's back in 1949! Come the J2x and most had either Chrysler 'hemi' or Cadillac engines, which could be tuned for up to a truly walloping 230bhp. The J2 models saw Allard target the US market, so almost all cars headed Stateside when new; exported without engines and gearboxes, with local dealers then fitting the customer's preferred choice of power source.

'Driving an Allard J2 of any type is a real experience. You mustn't put the power down too early, and you need to be careful in the wet, but on a dry day and on a wide circuit you can simply drift round any bend.'

Brian says that £250k – our price guide sees them currently sitting at between £150k for a good one, to £275,000 for a concours/dealer example – is no figure to be sneezed at, but even so he thinks they'll continue to increase in value. 'Not many were made and when journalists have finished writing about Jaguars, and people finally understand the marque, then I think all Allard models will go up. If you buy one, then it's got to be used in anger sometimes... track days could be fun.'



'The V8 engines in such a light car certainly makes for a little rocket'

PHOTOS: RM SOTHEBYS





## HOT30\(^250,000

## > Fiat Dino Spider 2.4 TIPPED BY EMANUELE COLLO

'The Fiat Dino Spider is not an easy car to do justice to in photographs, but it's a great looking machine in the metal,' explains Emanuele. 'The mechanicals are interesting and it's also fun to drive. Its engine is very nice and fairly torquey, with a good power band.'

That lovely triple-carburettor V6 is the very reason that both the Spider and its Fiat Dino Coupé sibling exist. Struggling to build the requisite 500 units to meet the homologation rules for F2 racing, Ferrari teamed up with industrial behemoth Fiat to do so; the Turin-based

giant built the quad-cam engines, launching its own models – the sharp-edged, Bertone-penned Coupé and swooping Pininfarina-designed Spider in which to house them, and supplied them to Maranello for fitment in its 2.0-litre Dino 206 and later 2.4-litre Dino 246.

Emanuele says buyers of the drop-top Fiat should channel themselves towards less common 2.4 Spiders – just 420 constructed from 1969 to '73, compared to 1163 examples of the earlier car. 'There are some lovely 2.0-litres, but they are not the same in terms of collectability; £250k will not get you a top, top car but certainly a nice example. A 2.0-litre will start in the low £100k range.

The 2.4 also offers a more sophisticated drive, with independent rear suspension, dual-circuit ventilated disc brakes and a stronger five-speed ZF gearbox added to a potent mix that also included the new, more powerful 180bhp engine - an increase of a 20bhp compared to the smaller unit, a useful amount in a car this size.

'A good example of a 2.4 Spider in a cool colour

to come by, but they are definitely the ones to have. The model has already been discovered by the market, but some newer collectors do not yet understand the brand!



## 'The Dino Spider's mechanicals are interesting and it's also fun to drive'



Discretion, from a Lamborghini? Despite modern perceptions, the products of Sant'Agata haven't always been extrovert in extremis. The marque's very

early front-engined 350GT and 400GT offerings were discreet, high-speed missiles; it's only when the sensational Muira arrived in 1966 that the

character of the company's output splintered.

in its first seven years was extraordinary,' says Donald. 'I'm also Mr sedan and GT guy, so it's no surprise that I used to own an Islero. It has all the immense performance of the 400GT or Miura, yet is incredibly understated and has the same thin-pillared look as a Fiat 124 Coupé or Lancia Fulvia. It's a

> Lamborghini manufactured just 225 examples, big numbers for the fledgling company back then -125 in 325bhp form and another 100 in uprated

350bhp 'S' form. All were based on a 400GT chassis and mechanicals including its 4.0-litre Bizzarrini-designed V12, while their sharp, sober-suited lines came courtesy of Carrozzeria Marazzi, with direction from Ferruccio himself. Spec levels were high, with air con, a limited-slip

differential, and electric windows all as standard. 'Performance is ridiculous. I don't think I ever used more than two-thirds throttle travel. The experience is resolutely mechanical with a

heaviness I love. The shift lever is very deliberate and that highly tuned engine delivers power almost like an American V8 - it'll rev but you don't have to, and the response is immediate.'

Isleros remained largely forgotten about for a long time but have seen resurgence in interest over the last decade or so. Prices have risen accordingly.

Donald admits that it may not appreciate as much as the first of the Lamborghinis or get as much of the glory as the company's wildest of children but is full of praise for its combination of high-speed ability and discreet styling. 'The company went for an extrovert corporate personality and that's where it has stayed.

'I have a soft spot for early Lambos The Islero though, is the non-Lambo guy's Lambo'. and what the company achieved



## Lamborghini Diablo SV TIPPED BY JONNY SHEARS

In this price bracket Jonny opts for the entry-level version of the last of the old-school Lamborghinis, the rear-wheel-drive Diablo SV. 'It's still a proper 200mph, V12, mid-engined Lambo that's a real Nineties poster car,' he says, by way of justification. 'I think the Diablo SV is a good choice, because they're very drivable compared to a Countach and even a Ferrari Testarossa, which some see as a similar kind of thing.

Early Diablos had a reputation for particularly hairy handling, but with further development and the introduction of the 4wd VT the model became more refined. Introduced in 1995 the 'Sports Veloce' model saw a return to a more raw-edged level of performance. Available in rear-wheel-drive only, it was lighter and simpler. Out went electronic damper adjustment and magnesium engine parts (510bhp still wasn't too shabby), and in came lower gearing for a reduced top speed but better acceleration. OZ alloy wheels and big Brembo brakes (but no ABS) and SV decals aplenty completed the package. Cheaper than the other models by a considerable margin, it nonetheless proved a challenging and exhilarating beast to drive.

'If you compare it to its direct in-period peers - the F40, Porsche 959 and XJ220 - the Diablo is still a way back in terms of value, which makes it an undervalued car and a relative bargain.' Proof of that comes from the fact that the Jaguar sits in the next price bracket in this year's Hot 30, while the Ferrari was in last year's £500k+ category; the Porsche hasn't yet appeared, but prices for those also start north of £500k for a reasonable Series 2. There are plenty of good Diablo SVs out there from mid-£200k up to £250k, although the very best, with super low mileage, will be closer to £300k.'

In terms of colour schemes Jonny has one word – 'garish'. 'They epitomised the Nineties and Lamborghini, so it should be a lairy supercar colour you choose; red is a good colour on Diablos, as is yellow... you want it to stand out from the crowd.' He sees SV values continuing to climb in future, as XJ220s and the like continue to. 'People look at the next big thing and are going to start getting into Diablos again.'

PHOTO: BONHAMS





down to how many were made and datelines; this is the last of the line and the final car to be handbuilt at Newport Pagnell."

On the road you get the standard Vanquish S experience- no bad thing, because that means 520bhp, 0-60mph in 4.2sec and a 200mph+ top speed. 'The key with any Vanquish is that there is no point driving it unless you are using the power, so that means windows down with Sport mode engaged - otherwise, there's too much torque and you won't hear the engine. Ultimately, it is a GT and therefore more of a gentleman's cruiser.'

The downside, Mathew thinks, is that as an ultra-collectible model, you'd probably love to drive it more than you ever actually will. 'The sheer noise of the V12 is enough to make me think it's where I'd put my money. From a collector's point of view, you're looking for a small number of owners, low mileage and provenance.'

Aston Martin built just 50 examples of the Ultimate Edition, with only 20 of those in righthand drive. All had an Ultimate Black exterior colour, an upgraded interior and personalised sill plagues. 'Prices for a standard Vanguish [tipped in our "Up to £100k" category, last year] remain at about £60k, which seems crazy to me.

'Meanwhile the S Ultimate is hovering around the £200k mark now and that's because the market has been a bit woolly for them, so it's possibly a buyer's time. Long term they could double and if prices continue to increase, then a naturally aspirated, big V12 could become one that we covet. If that happens then it may increase four- or five-fold - I wouldn't put my mortgage on that, although I think it'd be a good gamble if you had that kind of money.'

Mathew freely admits that this tip is what he calls, 'an auctioneer's choice'.



## \$**C**500,000

### > Jaguar XJ220

'The Jaguar XJ220 is one of those cars that has always been there, but at the same time has kind of been forgotten about,' says Rob. 'When Jaguar unveiled the concept version in 1988 it promised a Le Mans-bred V12 engine and all-wheel-drive, but instead the car that customers got had a twin-turbocharged V6 and rear-wheel drive; and depositors felt short-changed.'

An economic downturn followed by a crash in the credit-driven speculator car market hit demand and Jaguar ultimately struggled to shift just 275 units – down from the estimated 1500 deposits it claimed to have secured. Never mind the model's 540bhp 3.5-litre engine – a development of the unit from the MG Metro 6R4 Group B rally car via the XJR-10 and XJR-11 endurance racers – combined with an exquisitely penned aerodynamic shape to propel it to a top speed of 217.1mph and the title of fastest production car in the world.

Rob believes the negative period press and memories have now dissipated. 'They've aged exceptionally well, and that wind-tunnel design still looks lovely as well as current. Couple that with the fact that specialists like Don Law have continued to perfect the model – performance modifications and modern fuels push them far more than they ever were in period and turn them into magical driving machines.'

Visually, an XJ220 remains an arresting sight. If expect your supercar to stand out, this is it – even today, its long, flowing alloy-bodied lines puts modern extroverts to shame.

Of course, it all comes back to those formidable performance figures; once the twin turbos spool up, acceleration is savage with 0-60mph devoured in 3.6sec. Rob says it's quite a thing to experience. 'I took one up the Goodwood hill a few years ago after clearing out an auction and it provided a proper mini-Le Mans experience: two o'clock in the morning, engine screaming away, headlights at full blare – it was absolutely wonderful.'

In period, McLaren's epoch-defining F1 quickly stole Jaguar's thunder, but the disparity in values today is considerable. Currently available examples start around the £400k mark and Rob envisages the model trading at £600k to £700k in the not-too-distant future. 'Values of similar cars from that period have flown away in the last 18 months – in some cases prices have increased three-fold. The XJ220 hasn't, but you know you're buying a piece of proper British engineering history in one.'

'They've aged exceptionally well, and that wind tunnel design still looks lovely as well as current'



PHOTOS: JAGUAR





## HOT 30 \$2500,000



#### Lancia Flaminia by Touring

TIPPED BY RRIAN PAGI

'I watched a client's 246 Dino soar as prices went, up, up, up and up – it went from £90k to £400k in 15 years and I still can't see them slowing down,' says Brian. 'Another car I love is the Touring bodied Flaminia Touring, which has such a joyous shape and is something of a forgotten car. Even though prices are going up slowly, now is the time to buy because I can see them rising another £100k or so in the next two to three years'.

Today he says you'll pay around £500k for the very best, while a run-of-the-mill example will cost £300k. 'A project can probably be picked up for around £125k, but it'll cost at least that again to make it good. If I were to buy one then I'd either go for the very best, if money were no object; or one to completely strip and rebuild, sharing the restoration costs over four or five years. That way you can choose your colour scheme.'

Based on a Flaminia saloon wheelbase shortened by 14in, the Touring-bodied car began life as a one-off before Lancia decided that the purposeful double-headlamp design deserved a production run. It was specified with front disc brakes and a limited slip-differential from the off, and Lancisti could opt for a GT Coupé or soft-top Convertible; power came initially from the saloon's 119bhp 2.5-litre V6 before a 146bhp 2.8-litre version arrived in 1963, the same year as the longer wheelbase GTL.

"I've driven a couple and they're quite quirky; the gearbox in the rear differential makes them feel heavy at both ends and light in the middle. If you're cautious they drive beautifully but they're not overly great at being pushed on twisty roads, and are more of an autobahn cruiser."

'Today you'll find one in every major collection'



#### → Ferrari Dino 246GTS

TIPPED BY EMANUELE COLLO

When is a Ferrari not a Ferrari? Hot on the heels of our Ferrari-powered Fiat Dino Spider comes big brother, the actual Ferrari Dino... except of course, it wasn't. A Ferrari, that is. Confused? You should be.

Released in 1967 the first mid-engined Maranello road product, the V6-powered 206 simply wore Dino badges. The more powerful 246 version arrived two years later with 195bhp (up 15bhp), but still with the name of its manufacturer nowhere to be seen; in fact, the baby Ferrari range would only be officially acknowledged as such two years into the production life of its successor, the wedgy 308GT4.

'For many years they were dismissed because of this,' notes Emanuele. 'But today you'll find one in every major collection. A Dino looks at ease with much more expensive machinery; the appearance is just fantastic.'

Not only that, but they drive superbly too. 'You sit very low. The engine has just the right amount of power and feels a bit freer, breathing better

than in the Fiat Dino Spider and produces a great sound.' Some prefer the GT (pictured), claiming the 246-only targa-top GTS variant – 1274 examples produced between 1972 and '74 – spoils the car's lines, but Emanuele counters that it makes the most of the Dino's delightful sounds. The roof panel is easily removed and tucked behind the seats for the ultimate in open-air, invigorating classic motoring.

'Despite there not being much on the market, you should still have ample choice. However, it's paramount that it's European specification – non-Euro cars are very different – and not red or yellow. Right-hand drive also makes a bit of a difference to price. Do your homework and look for special colours – green, purple, gold or hazelnut.

'I think you cannot get a Dino GTS for less than £400k to £500k now and a silver car just sold in the US for \$855k (£740k).' That the model is capable of fetching that much comes as no surprise to Emanuele. 'It's a great car.'

#### Jaguar E-Type S1 (outside bonnet lock)

It's the historical significance of the Series 1 outside-bonnet-lock cars in E-type lore that sees Jonny tip them as his up-to-£500k buy. 'It's a really interesting model,' he says. 'Only 500 were made in total, in left-hand drive and right-hand drive combined, and they're essentially a pre-production prototype of what is the most famous car in the world.'

All of the 'OBL' cars were hand-built and not necessarily constructed on the production line. As such, no two are identical, with every single one having its own respective idiosyncrasies. 'Jaguar was figuring out what worked best; you can line two or three chassis numbers up and they'll all differ. One thing's clear, they were put together with a lot more attention to detail and more care than the later production Series 1s. and that makes them both unique and interesting.

Expect to pay £300k-£450k for a good rhd example, although you may have to wait for one to come up for sale or try and source one through a marque specialist or auction house, because only around 90 were made. The more numerous Ihd examples sit around the £300k mark.

Jonny argues that even at those prices they remain considerably cheaper than comparable peers from Aston Martin or Ferrari. 'They're not even in DB4 territory but are arguably a better driving car and certainly more important.'

Given their rarity and distinctiveness they lend themselves particularly well to concours events but are, he says, very drivable. 'That applies whether they're hyper restored or hyper original; we have clients that do tours in Europe and use their cars regularly. Even in a future world of electric cars, the E-type will always remain an icon, and to own a prototype would be a win.'



#### **→** Bugatti Type 57 Galibier

'It's one of the greatest cars of all time,' says Donald. 'But it suffered from Ettore Bugatti's fundamental conservatism. Jean pushed him as much as he possibly could with the Type 57, but not as far as he might have wanted to.' That included producing one base model on which several body styles could be used, rather than

entirely different types.

though. 'The saloon is an expression of the car that delivers I'd say arguably 85 per cent of the experience you would get with a Type 57 in one of the sexier body styles, but with the comfort for four passengers and at a lower price. So, if you don't want to drive the exterior or badge of a car, as much as drive the car itself, which is what it's all about, then the Galibier would be my choice.'

The appeal of a Type 57 comes from a combination of the company's race-bred engineering, coupled to a build-quality bordering on the obsessive, and nowhere is that clearer than in the powerful, jewel-like, 3257cc twin overhead camshaft, inline 8-cylinder engine. In normally aspirated form it's good for 140bhp, while those with a Roots-type supercharger strapped to them could nudge closer to 200bhp. That's not to say they're all go and show, because immaculate road manners, Lockheed hydraulic drum brakes, a four-speed gearbox and a luxurious interior completed an enticing package.

Expect to pay around \$440,000 (£381,000) for a Galibier in good condition – a relative bargain when compared to a similar Ventoux (\$575k/£500k), Stelvio (\$900k/£780k) or Atalante



PHOTO: BONHAMS

### HOT30

'The 8V is light and the handling is wonderful – it slides easily'



## £500,000+

#### > Fiat 8V Rapi Coupé

For his last choice Donald has picked a piece of fine Italian machinery, but not in its most exotic bodily form. While the last appearance of the Fiat 8V – pronounced 'Otto Vu' in Italian – in the Hot 30 was in Ghia-bodied Supersonic form in 2018, he's gone for the regular Luigi Rapi-designed Coupé.

'It's one of my favourite cars of all time, explains Donald. 'When I've been asked, "If you only owned one collector car, what would it be?", my answer is always a Rapi Otto Vu. It's the perfect expression of the Fifties sports racing car – drive to the event, drive the event and then drive home. They're not primarily known as circuit racers, but certainly as distance/endurance contenders and hill-climbers.'

The sophisticated V8 engine was left without a vehicle in which to deploy it after the luxury saloon project it was due to power got cancelled. Cue the 8V, with its tubular steel

chassis, elegant steel sports coupé body and a high level of specification that included all-independent suspension and an all-synchromesh, four-speed gearbox – both rarities for the time.

'The 2.0-litre engine is remarkably flexible and gives all the power you need. The 8V is light and the handling is wonderful – very predictable. They slide easily and you know exactly what it is doing all the time you're driving it.'

He's a big fan of the Rapi body design too, citing it as the ultimate expression of the pre-war Italian aerodynamic streamliners used in racing. 'There's just enough of that Thirties Art Deco element to give it a look full of character and yet it remains very modern, and a car of the Fifties. Very few people too have ever designed a dashboard that equals this one, with the half round dials and rotating tacho and speedometer.'

Fiat made 114 examples from 1952-1955. There were 34 first-series Rapi Coupés, and 29 second series, with a real who's-who of Italian coachbuilders visiting their wares on the remaining chassis. Close partner Siata also produced a further 56, badged the 208S. Power outputs varied between 105bhp to 115bhp.

Donald's love affair with the 8V was cemented when FCA Heritage gave him the opportunity to drive its one-off glassfibre example. 'The importance of the car has never faded, and the survival rate is high. Zagato-bodied cars used to trade at a considerable premium but, as people begin to understand what they represent, the Rapi versions are now equal in many cases.'









#### **∼** Pagani Zonda

TIPPED RY MATHEW PRINDY

'At this level it's got to be really special,' states Mathew. 'Being an Eighties and Nineties child, cars like the Countach and F40 used to really inspire me. Now, the Pagani Zonda stands in the same bracket. It just made such a huge impact from absolutely nowhere and even today it still stands out like a spaceship and sounds incredible – think of it as a Lambo on steroids.'

Just over two decades later, the original Zonda C12's initial impact resonates. Its construction extensively used composite materials – founder and ex-Lamborghini engineer Horacio Pagani's specialist subject. A 6.0-litre V12, courtesy of Mercedes AMG, mounted centrally in a carbonfibre monocoque, produced 394bhp and could rocket the 1250kg C12 from 0-62mph in just 4.8 seconds. However, it was the sheer quality of the build that shamed the output of many long-established supercar manufacturers.

'You never see Zondas in the metal unless you're at somewhere like Goodwood or Villa d'Este; one won't drive past you on the road. They're everything that a car at this level should be – it'll stop people at a hundred yards, and everyone will want to take photographs.'

Despite the wilder variants that have appeared in the years since, Mathew would go for the purity of the original model, as it first appeared to the motoring public at the 1999 Geneva Motor Show. Dark colours, especially black, can lose some of the model's detail and affect the visual drama. While those such as ruby metallic red make everything pop.

He says that they're not necessarily on the radar of collectors. Even today they still very much remain in the rich guys' playground or at least in their sphere, and as such they've never become cheap. 'That collectability will change in the long term. I can't imagine anyone not wanting one. You don't see many on the market or at auction, so current values are difficult to gauge.

'If I were to win the lottery tomorrow then it's one of a few cars that I'd definitely have to go out and find.'



'They're not on the radar of collectors, but that'll change in the long term'

#### > Porsche 911 Carrera 2.7RS

TIPPED BY EMANUELE COLLO

Emanuele acknowledges that choosing another returning Hot 30 suspect, the 911 Carrera 2.7RS, could be construed as being a bit banal. 'It's the best classic car you can buy, though. Choose to live with one and you'll find that it does everything the best – a long journey, a blast in the mountains, concours events, or competition. It's just a super competent car, an icon for its decade.'

Porsche needed to build 500 of these impressive machines for Group 4 homologation but ended up selling 1390 examples in Touring (911S trim) and 200 in extensively lightened Sport flavours. In came a number of aerodynamic appendages such as the now defining 'ducktail' spoiler and a front air dam, with optional Carrera decals for a bit of visual pizzazz. Power came from a 210bhp, 2.7-litre version of the flat six engine.

Values have softened a bit in the last two-to-four years but are now picking up; proof of that comes from the fact that Martin Chisholm, founder of The Classic Motor Hub, tipped it in the

'Up To £500,000' bracket last year and it's now in our top price category. You can get an okay car for £450k to £500k,' says Emanuele. 'But

not a top-notch concours example. He suggests having any potential purchase inspected by someone that knows them intimately. because they're easy to replicate and copies abound. 'Ensure the numbers are correct and the panels original. They were very cheap at one point and raced heavily, because this was the weapon of choice; that means many have led very tough lives. There's no problem in buying a car like that, but a cocooned example, with a low number of owners, and in original specification, will rightly have a premium.

'Grand Prix White is a bit boring, so go for a funky colour with Sports seats – there's still time to jump on the Carrera 2.7RS train.'



### 

TIPPED BY JONNY SHEARS

The name Jaguar is writ large in the annals of the Le Mans 24 Hour race, but if you're lucky enough to be in the market for one of the marque's models that formed the legend, should you opt for a C- or D-type? 'I've spoken to people who've owned both and asked them if there's one car you'd keep, which would it be?' says Jonny. 'And they all reply, the C-type.'

He puts that down to a combination of the model's rich heritage and outright usability – oh, and the fact that they look so good helps, too. 'It's such an important and iconic car. You have that first victory in 1951 at Le Mans, which put Jaguar on the racing map with this seemingly unbeatable car, and then the development of the Dunlop disc

brakes. On the road it feels quite tame and civilit's as at home there as it is powering down the Mulsanne Straight – and yet, you know that if you need to wring its neck it'll do that and so much more. Its D-type successor is also an incredible car, but maybe not as usable – there's certainly not as much cockpit space.

Developed purely with victory at Le Mans in mind, the C-type featured a new tubular chassis mated to XK120 mechanical underpinnings. The famed six-cylinder XK engine received an uprated cylinder head, fresh camshaft and an increased 9:1 compression ratio for 204bhp at 5800rpm, while a sleek aerodynamic all-alloy body helped boost performance further. The C-type followed up its 1951 victory with yet another two years later, Duncan Hamilton and Tony Rolt powering a lighter, more powerful, and now all-wheel-disc-braked version to the chequered flag.

You'll pay £3m-£5m for one. History and originality are key; cars with a bit more of a questionable backstory – as with many race cars, one may have the chassis of one and body of another – can be picked up for less. Aim for one that featured in period at Le Mans, and Jonny reckons it'll cost in the region of £10m.

'The Jaguar C-type will appeal to future collectors. Art collectors must have a Picasso, a Monet and a Van Gogh in their collection; the C-type is of that ilk, it's the Van Gogh of your collection. Given its significance, there will always be a market for one and I expect values will hold firm and probably even rise.

'Compared to, say, a Ferrari 275 that's just a standard road car, you can have a C-type with racing history for a similar outlay...' And an automotive icon that'll unlock the door to the world's greatest race, road and concours events.



#### Ferrari F12tdf

TIPPED BY ROB HUBBARD

Exactly how an F12tdf lays the power down is just incredible,' states Rob. 'Put your foot through the floorboards, round to 9000 revs, up into second gear and before you know where you are you're doing over 100mph – scintillating. Yet it does it with no real fuss, and no clouds of wheelspin. It's just so superbly engineered.'

Maranello threw all its expertise at the existing F12belinetta, honing, sharpening, boosting and lightening what was

already a heady package. The result: aggressive styling with slashes, splitter, and spoilers aplenty, which almost doubled aerodynamic downforce; 769bhp and 520lb ft from the 6262cc V12; 0-62mph devoured in 2.9 seconds; a top speed of 211mphplus; and a savage normally aspirated soundtrack.

And yet, unlike some Ferraris, the F12tdf isn't simply all about that glorious V12. 'The steering and turn-in are just the most amazing things. It's like a racing car for the track, but on the road – so light, nimble, and powerful.

'You can grab it by the scruff of the neck and throw it in and power through if you want to be a hooligan, or drive it properly pristine and it'll still reward you. It's very forgiving, but equally a fantastically fast machine.' Expect prices to start around the £800k mark, with some cars sitting just below £1million. For Rob, dark colours suit the styling better – personally, he's not a fan of red or yellow Ferraris.

You also must decide in which type of ownership camp you sit, and that means weighing up the Ferrari's future investment potential versus actually driving it. Given Rob's glowing description of the F12tdf's virtues, there's no doubting what he thinks they were made for.

'They're one of those cars that everyone has talked about and there's a lot in the press about how good they are, but it's when you get behind the wheel and experience one, they really are different gravy. It's almost like



PHOTO: PIETROBIANCHI.COM



## **Classic Cars team picks**



#### ROSS ALKUREISHI – CITROËN MÉHARI

I'm a sucker for stripped out cabins, glass-fibre panels, a trick engine and exhaust bits: call me homologation laddie. Given a category including race and rally specials, an uber hot hatch and a close relation to the Fiat 124 Abarth Stradale I used to own, there could only ever be one for me: eh, Citroën's Méhari.

My abiding memory from a recent trip to Monaco - that moneyed state absolutely awash with concoursgrade multi-million-pound classics parading on its roads – is of a battle-scarred, and extremely well used

Méhari pootling past the exotica parked outside the Casino de Monte Carlo. To me, this ramshackle vision in Kalahari Beige outshone the lot o' them.





#### **BENTLEY CONTINENTAL R**

Presence with capital P. Forget the special ones (SWB Continental T, Targa-topped SC, convertible Azure and the special editions) and look at how cheap the regular Conti R has become – less than £30k for a perfectly good car. Accept first-class ticket prices for fuel and parts costs, but at least you can get everything and excellent specialists are legion. Dodge anything with accident repairs or a repaint and avoid bright colours; they're too big and they look silly in yellow, white or lipstick red. The closest thing to the true Bentley spirit that R-R had made since the R-type Continental, so the name is no coincidence.



#### SAM DAWSON - LAMBORGHINI DIABLO SV

A friend of mine once contemplated buying a Diablo, but entering his suburban road after the test drive convinced him otherwise. Why? Because it would have felt too outrageous to own. Like inviting an A-list celebrity to the local pub.

The Diablo has a status you have to live up to. It was the first Nineties icon, the second shot fired in the 200mph wars. The sign of a new, more serious and solvent Lamborghini, with better build

quality, provable performance boasts and styling that had moved on from bodykitted Seventies leftovers. The SV is the icon at its purest: rear-drive coupé, no gadgetry, yet far, far more comfortable than the car it countered,





#### **RUSS SMITH - LANCIA AURELIA B20GT**

This wasn't a difficult choice for me. I like to think that quality always wins out in the end and the Aurelia is a Swiss watch of a car. It's not only beautiful to look at from any angle but was over-engineered to a standard that made most other cars from the era look like they needed to apologise. So while the others might offer brief excitement or novelty, the B20GT is a car you can buy and keep for a long time without worrying about what the market is doing. And, most





#### JOE BREEZE – JAGUAR XJ220

The XJ220 was the first supercar that entered my consciousness as a seven-year-old; I soon amassed various models in scales from 1:64 to 1:12 (most of which are still in service, passed down to my young boys as tools of historical education/ indoctrination). So 30 years on, how could I pass the opportunity to realise the dream in 1:1, and to solve the challenge of accommodating that impossibly sleek Group-B-racing-bred form that

first mesmerised me with its sheer width on a Beaulieu visit. Yes it should have had a V12, but we've had 30 years to get over that, and there's more than one way to skin a cat. Or indeed propel one past the double-ton.





#### PHIL BELL - JAGUAR C-TYPE

A contributor once said that, as with former girlfriends, it's best to avoid revisiting cars from your past, so I've overcome my first instinct to choose the Porsche 911 at this price point. Mine was a far less valuable 1977 Carrera 3.0, but the driving experience was not dissimilar. So, even though there's a another Jaguar in the Bell garage, my choice has to be the C-type, preferably with decades-dulled paint and interior, so that when I

drive it down to Le Mans or Goodwood, or a favourite country pub, every mile will take me closer to a time when these remarkable cars were writing the headlines in endurance racing. And of all the cars in this category, it seems the most amenable to maintenance in my garage, radio tuned to a 1951 BBC broadcast of the Le Mans 24 Hours...



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# On His Majesty's SECRET SERVICE

Back in the UK after more than half a century undercover, this Lagonda V12 Rapide once belonged to a top British spy. But as we discover, it may have inspired fictional escapades too

Words SAM DAWSON Photography LAURENS PARSONS



ondon, April 1942. With the Luftwaffe's Blitzkrieg campaign stalled for nearly a year, the capital is shaken, but attempting to get itself towards something approaching normal, even as war rages across the Channel. The barrage balloons still loom in a blackout sky around the Docklands, but in the exclusive world of private members' clubs and casinos in the heart of the West End, London's high society is dusting itself off and getting back on its feet.

This unique, flamboyant Lagonda V12 Rapide, essentially a stillborn Le Mans racer clad in James Young civvies, commissioned during peacetime's last gasp, sits by the kerb outside Mayfair's Five Hundred Club. It's an unusually indulgent sight during an era of rationing, but to Charles Mackintosh it's a sign that his friend, Major Godfrey Anthony Gillson, is in tonight.

Clad in a club-regulation dinner jacket, Mackintosh navigates his way through the drifting cigar smoke and sultry big-band swing, between the off-duty military officers and debutants, and finds Gillson conversing with a glamorous young woman in fluent French. The dashing 33-year-old officer of the King's Own Scottish Borderers is particularly keen for the woman, Margaret de Roche, to meet Mackintosh, because he thinks he may be able to help her in her important work for the French Resistance.

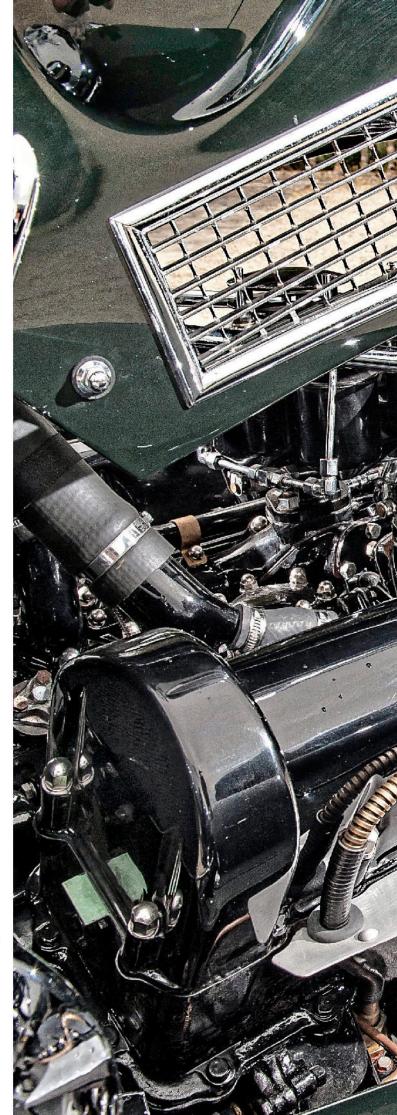
De Roche doesn't realise it, but she's walked straight into a trap. Gillson is a top MI5 security-service agent, sufficiently debonair and well-travelled to spot glaring holes in her backstory about her apparent Swiss identity without her suspecting a thing. How can she come from Lausanne and not know Montbenon? She's a double-agent, and the perfect conduit with which to issue any further agents with 25 marked false passports for easy identification should they attempt to enter the country. Her potential loyalty to the Allies would be tested by her adherence to the plan. A plot devised by Gillson's immediate line manager, John Bingham, in charge of the Political Subversion Section. A young postwar MI5 recruit, Bernard Cornwell – aka John le Carré – would later immortalise the older Bingham in fiction in the form of George Smiley.

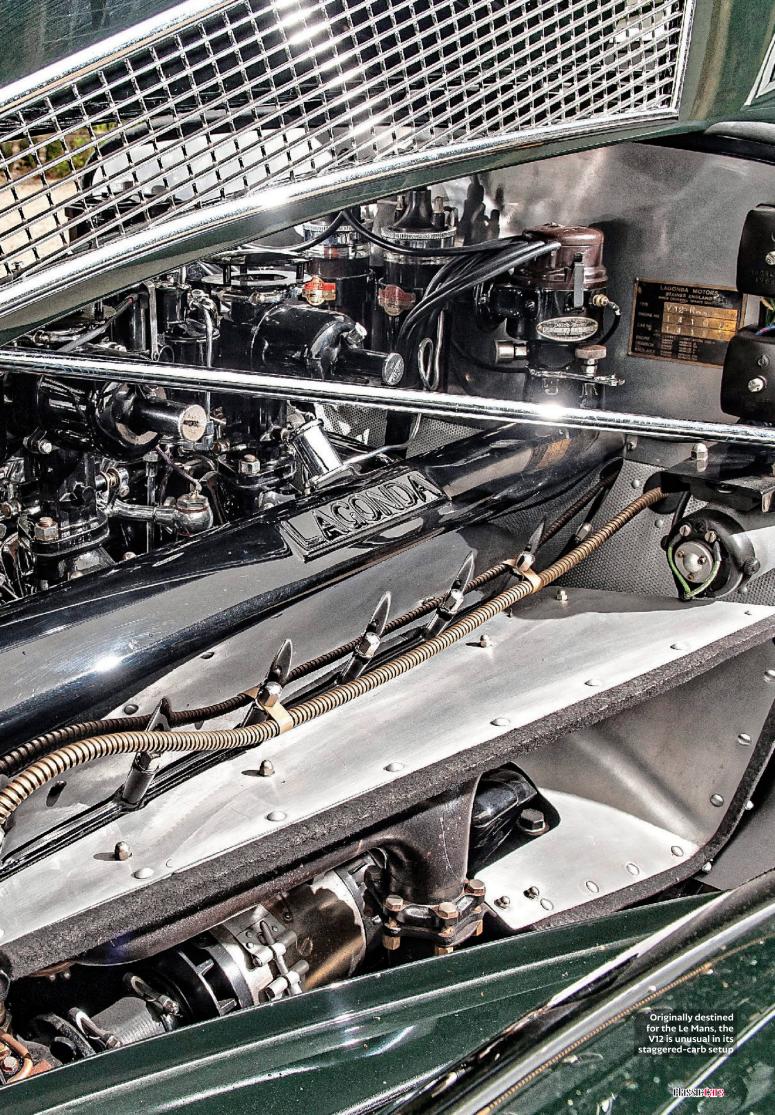
Eighty years later, I swing the driver's door wide, settle into the Lagonda's comfortable, supply-sprung sofa of a driver's seat, and turn the ignition key, hearing the Le Mans-specification V12 bark and burble into life. I find myself contemplating the mindset and lifestyle of the heroic yet clandestine person who commissioned it. Gillson's life as a spy was one of the country's closest-guarded secrets, and yet he was a suave figure with a high public profile. A racehorse owner on first-name terms with Royalty, married to American heiress Priscilla Dickerson. The couple's 1938-9 renovation of Cornwell Manor was the subject of a major feature in Country Life magazine in May 1941. Today, I'm returning Gillson's Lagonda to Cornwell Manor for the first time since it left here in 1944.

Unlike many pre-war cars – even some supposedly luxurious ones – it's spacious in this Lagonda's cockpit once you've negotiated the enormous steering wheel. The gearbox has a long-throw lever transmitting a sense that you're moving hefty metallic components around with it, but it's remarkably slick and direct in its operation, sufficiently modern-feeling to

#### 1939 Lagonda V12 Rapide

Engine 4479cc V12, ohc, four SU D4 carburettors Power & Torque 180bhp @ 5500rpm; 225lb ft @ 4000rpm Transmission Four-speed manual, rear-wheel drive Suspension Front: unequal-length double wishbones, torsion bars, telescopic dampers. Rear: live axle, semi-elliptic leaf springs, telescopic dampers, anti-roll bar Steering Worm-and-roller Brakes Hydraulically-assisted drums front and rear Weight 1928kg Performance Top speed: 110mph; 0-60mph: 12.5sec Cost new £1075 chassis only Approximate value £600,000





















remind me more of a Seventies Range Rover than most of the vague, harsh, heavy, clanking gearshifts I've experienced in other cars of this Lagonda's epoch.

And then there's the engine. It's a Sanction IV unit originally earmarked for Lagonda's works Le Mans racers, for the 1940 racing campaign curtailed by the outbreak of war. This WO Bentley-designed unit packs 180bhp and 110mph capability. That's only warm-hatch territory nowadays, but in 1939 when the most common car on British roads was a 24bhp, 60mph Austin Seven, the Lagonda V12 Rapide was a shatteringly fast supercar. Given the Le Mans origins of its engine, its modern equivalent would be something like an Aston Martin Valkyrie.

But despite this it's so tractable, so smooth. And a comfortable four-seater grand tourer rather than a bare-bones supercar. Rather than refusing to co-operate unless it's revved on-cam, it pulls seamlessly from rest, seeming almost leisurely until I glance at the speedometer and find myself closing on 50 miles per hour not long after shifting into third gear on a narrow Gloucestershire lane. It feels more like 30.

Part of the trick it plays is the way it seems to get quieter as it picks up speed. This is to some extent because of the inherent balance of a V12 engine. There's no off-beat, just a seamless surge of torque with an accompanying snarl under initial acceleration, which dissipates to a whisper as the gear whine rises. It's a good idea not to get too complacent though. The brake pedal feels spongy beneath my right foot, the relatively weak drums the only element of the way the Lagonda drives that really feels its age. You need to think a long way ahead when driving it, anticipating long braking distances, wondering who might be lurking around the next corner, just like a spy.

That said, unlike a lot of pre-war cars, I can actually imagine sitting back, relaxing and covering hundreds of miles with ease in this car. Just as well for Gillson, because he probably had a lot

### 'Its modern equivalent would be something like an Aston Valkyrie'

on his mind. Gillson was no ordinary MI5 agent, even given his rarified background. At other times during the Second World War, this Lagonda found itself parked in Pimlico's Dolphin Square as Gillson met directly with Maxwell Knight, the MI5 spymaster known as 'M'. According to Knight's biographer Henry Hemming, agents who reported directly to Knight were personally approved by him, the 'one-man membership committee', and this elite cabal of spies were known as Knight's Black Agents. Each had a code number prefixed with 'M/', and given the desperate circumstances of war plus the fact that at the time, MI5 was not recognised by law, there were technically no legal limits to the powers exercised by the Black Agents.

Even among this elite unit, Major Gillson would have stood out as much as his car. Although Knight selected agents from across the entire social spectrum, many of his recruits were wounded ex-servicemen and those too disabled to be conscripted. People who'd be underestimated by their foes, or who could blend unquestioned into civilian society. But Gillson performed their function in the exclusive places only the wealthiest and best-connected could access.

As I revel in the Lagonda's surprisingly sharp, responsive steering negotiating Cotswold bends, my mind starts to join dots and start speculating. A high-class, multilingual British secret agent, at home wearing a dinner jacket in the clubs of Mayfair, dashing about town in a race-bred WO Bentley creation, highly visible yet covertly part of a group of elite, numbered agents with

#### [Lagonda V12 Rapide]

– potentially – a licence to kill. Major Gillson is definitely starting to remind me of someone...

Like James Bond, Gillson was certainly a connoisseur of high style; this V12 Rapide radiates it and Gillson's order in coachbuilder James Young's books proves as much. Ordinarily, Lagondas of this era were supplied to various coachbuilders with all bodywork forward of the windscreen, plus wings and running boards, already in place. Gillson's build sheet dictated 'No Bonnet; No Headlamps; "Lo" Radiator Shell; No front wing assembly.' In short, the car's final art-deco form would be sleek, cohesive, and entirely the work of Scottish designer AF McNeill, lured to James Young from Gurney Nutting in 1937. His name is not as well-known as that of his best-known apprentice John Blatchley, but the man who went on to shape the Bentley R-type Continental less than ten war-torn years later learned his trade from this car's stylist.

This Lagonda is an exemplary piece of British art deco. While the French school still featured the plantlike chromed creepers of the art-nouveau movement and the Americans embraced a combination of exiled German Bauhaus practitioners and bold Tutenkhamun-inspired Egyptomania, the domestic interpretation treads a measured line between the two.

There's a bold, broad-shouldered demeanour to the Lagonda's shape, but a sense of restraint about its decoration. The chrome flash running through the doors is just flamboyant enough to make the car look special, rather than bordering on the silly in the manner of some Figoni et Falaschi contemporaries. The boot moulding for the spare wheel brings an elegant conclusion to a broad-beamed car, the lack of running boards brings a subtle sense of modernity without the wings going for overt teardrop forms to unnecessarily hammer it home.

Compared to some French and American contemporaries, the interior looks positively austere. There are no chunks of crystal, amber orbs, radioactive instrument illumination or lurid interior fabrics in here. And yet it exudes quality and craftsmanship. The reek of the leather, the thickness of the carpet pile, the lustre of the wood and its serpentine flow around the cabin, sweeping outwards to incorporate grab-handles, could only have come from the land of longbows, Axminster and Chippendale.

The Second World War was 55 days old when the bare chassis arrived at the James Young coachworks at Bromley, Kent. Given the length of waiting lists, it's likely Gillson's order was originally placed in peacetime, the car emerging into the shadow of war. And with it, Major Gillson's life changed forever, in what would prove an ultimately tragic turn of events.

I slow to parking speed and haul on the heavy steering to turn the Lagonda down the drive of Cornwell Manor, hearing the



#### OWNING A LAGONDA V12 RAPIDE

'I was a policeman, then I got into housebuilding – by 30 I had three Astons; a Virage, a V8

Coupé and a "wedge" Lagonda – it felt like Thunderbird 1 compared to Silver Shadows,' says Adrian Burr of the car that started him on his Lagonda journey.

'After that, Peter Biggs got me into the vintage models. I have five V12s now, I'm trying to get each iteration of vintage Lagonda.

'It was Peter who introduced me to the heritage of the V12 engine. If you love the Bentley story – by which I mean WO himself rather than his marque – then the V12 Rapide is actually the ultimate Bentley creation.

'And this one is special even given that. Powered by an engine intended for Le Mans in 1940, one of just two James Young V12 Rapide drophead coupés, and more elegant than the other example, with a smoother boot line and no running boards.

'As well as completing the set, the motivation behind buying this car was to repatriate it. It is one of the finest examples of British thoroughbred engineering and art-deco design, yet it's been overseas for 65 years.

'Next stop – Salon Privé.'







lofty tyres crunch gravel before finding smooth tarmac once again. The return of Gillson's car here looks magnificent but feels bittersweet. Having proven himself an exemplary spy to M, Gillson became the first MI5 agent to be transferred to the Special Operations Executive (SOE), the organisation which would ultimately become MI6, the Secret Intelligence Service. In 1943, the SOE was specifically engaged in espionage, sabotage and reconnaissance abroad. Initially stationed in Cairo as part of

the North African Mission Security Section, Gillson was soon sent on a secret mission to India, but his plane crashed over Burma, killing all on board. Aged just 35, Gillson was laid to rest in a military cemetery in Rangoon. He would never get to return to Priscilla and the house they so lovingly restored before hostilities broke out. Any memoirs of espionage

and adventure from London to Cairo and beyond would remain unwritten, hidden in secret documents or in the memoirs of others, to be pieced together from fragments.

Upon Gillson's death, his V12 Rapide was bought by former Lagonda factory manager Jim Davies, who kept it until 1957, when he sold it to Australian collector Jim Whitehead. It remained in the Southern Hemisphere, ultimately being bought by New Zealand collector Alan Tribe in 2015. Over the following two years Tribe subjected the car to a \$500,000 restoration. Then it won First in Class at the 2018 Pebble Beach Concours d'Elegance. A credit not only to its restorers, but also to Gillson's direction and McNeill's execution of its design in the first place.

And while it's largely speculation, I can't help but think that Gillson hasn't been completely forgotten, but rather remembered under another guise. When Gillson worked for MI5 and the SOE, Maxwell Knight mixed both professionally and socially with a certain Lieutenant Commander Ian Fleming. Although nominally a Naval Intelligence officer cleverly devising military operations from behind a desk in Admiralty House for Rear Admiral John Godfrey, Fleming's primary role at the time

was as a liaison officer between the assorted British intelligence services, including both MI5 and the SOE. If an MI5 Black Agent was transferred to SOE, he'd know.

Although Fleming never explained precisely who the character of James Bond was based on, he once said in an interview with *The Times* that the character was 'a compound of all

the secret agents and commando types I met during the war'.

Given his position, it's impossible to imagine that one of those was not the dashing Major Gillson. Black Agent, achieving missions by any means necessary, flitting from Mayfair club to secret meetings with the real-life M in his Lagonda before dashing off to secret assignments of spying and sabotage in the Middle East. Fleming put his hero James Bond first in a Bentley 4½ Litre, then an Aston Martin DB MkIII, both creations powered by WO Bentley's race-bred powerplants. Just like this Lagonda V12 Rapide, then.

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t was originally brought in with an overheating issue,' Matthew Curtis (Matt) part owner of Nottinghamshire-based restorers Rust Republic (RR) recalls. 'It was very clear however, after our first inspection, that this could become a much bigger job.' Before we get into all that though, we need to determine how owner Lisa found herself facing the all-too-familiar – yet nonetheless momentous – classic car ownership conundrum.

'I've always had a passion for these little VWs,' admits Lisa. 'As a six-year-old living in Nottingham in the late Eighties I gazed at a red Golf Cabriolet sat in pride of place on a neighbour's driveway. It

was parked against the wall of our family home and I would just stare at it. It was beautiful.' Passing her test in her late thirties meant many years passed before Lisa attempted to make her

motoring dream manifest. 'I bought an accident-damaged Golf GLi Cabriolet in my twenties as soon as I was working. When you're young you do silly things; I threw money at it. Eventually I gave up and sold it for next to nothing.' This experience, added to a failed first driving test, stole the wind from Lisa's sails.

Fast-forward to 2015, Lisa had finally obtained her licence and once more had the car-owning itch, but the scratch was far from a classic; 'I had an awful modern Vauxhall Corsa. After a string of similarly dull and even unreliable moderns, I was left feeling that something was missing. I didn't bond with any of them, they were

all too remote, too dull. I wanted something older and purer.' For Lisa, just one car fitted that bill, another Golf Cabriolet.

Learning from her prior mistakes, Lisa set a more reasonable budget of £3000 and started viewing likely candidates, most of which needed a lot of work. Then she came across the car she now calls 'Maud'; the only problem was the little green VW's £5000 price tag, which was relatively strong money in 2015. Doing her homework and shopping around, Lisa had initially dismissed this 1983 1.5-litre GL auto as too expensive for a non-GTI. 'It was my friend Helen who told me to go for it. I wanted a Golf that stood out, and as soon as I went to view Maud, I knew she was coming home with me.'

## **Decision time**

As with so many classic cars, especially those at the more affordable end of the spectrum, Lisa's Golf looked to be in good

if not excellent order, yet it was hiding numerous sins. A few years of happy motoring were had with Maud as the second car in the household. Other than the odd niggle, Lisa's Golf was living up to her fantasy, that was until a local garage changed the timing belt, which turned into a cylinder head skim and a nightmare... 'The previous garage took the cylinder head off, but didn't blow out the bolt holes to remove any residual water,' explains Matt. 'When the bolt was forced back in, the water in the threads couldn't compress, so cracked the cylinder block instead.' Naturally, Lisa was none the wiser until her beloved Golf came back running terribly and overheating – when she could get it to start at all, that was.

Parking Maud up through the pandemic, Lisa came out of lockdown determined to do something about her sick Volkswagen. An online search revealed RR's website and great reviews, so she gave the guys a call. Matt and Ant

weren't remotely fazed by the Golf's problems, having put right hundreds of mechanically identical Scirocco coupés - how the firm built its reputation. Once at RR HQ, the old Golf was given a thorough going over and it was clear that there was a lot more wrong than just the overheating. There was corrosion evident on most panels and a heap of bodges and damage to undo.

Matt and Ant called Lisa in and after showing her around her car and explaining the implications of their findings, Lisa had to make that big decision... 'I said go for it, and sold my modern Volvo to pay for the restoration,'

admits Lisa. 'Even bringing the Golf back to top condition was still going to be considerably cheaper than buying a new car and then I'd get the turn-key reliable classic I always wanted.'

## Low point

'When the car came in it had a flat windscreen rubber surround, but this era Golf should have brightwork from the factory. We reinstated this, which was a particularly fiddly job' Anthony Thomas

## Out of the rough

In no time Lisa's beloved Golf resembled an exploded diagram on the workshop floor. 'The car came in on super low aftermarket coil-over suspension with wheels clearly of the wrong offset – these were the first bits to go,' explains Matt. 'Because Lisa decided her classic Golf was to be her only car, we discussed going down the OEM+ route.' This involves replacing the majority of components with either new-old-stock factory parts or subtly upgraded items that don't detract from the car's factory appearance, yet enhance the driving experience. 'Lisa agreed to a host of subtle modifications that would enhance the drive and comfort of this 40-year-old convertible.'

The overheating fix soon escalated into a full restoration

After swapping out the boneshaking suspension for Bilstein B4 dampers and Eibach springs, Matt continued to massage the Golf's chassis. 'These rare 1.5-litre models never came with anti-roll bars, so we added them as well as a lower front adjustable chassis brace.' As with a lot of VWs, this Golf had been modified purely for aesthetics. 'It was low and rock solid, and a pig to drive. Someone even fitted an upper strut brace, totally useless on these, because it looks the part if you don't know any better.' Wasting no time, Matt sent off a whole heap of parts, including the Golf's solid rear





























beam axle, to the local powder-coaters – anything looking tired was destined for beautification.

Instead of sitting idle waiting for parts to arrive, Matt set to work on the major mechanicals instead. The engine and transmission were pulled from the car with the latter sent to a transmission specialist Slaters Garage in Nottingham; here it was discovered that the bearings, seals, brake bands and clutches all needed to be replaced. Meanwhile, Matt discovered those catastrophic cracks in the engine block. 'A coolant leak behind the timing cover is very unusual, so I pressure-tested the cooling system, which wouldn't retain pressure. I carried out a

further chemical test that showed that combustion gases had indeed entered the coolant. Not good news...'

The original engine was condemned to the scrap pile, but at least Lisa knew why her Golf was running so poorly. Matt recalls, 'We agreed that finding a suitable second-hand engine would be the best way forward. After a teardown and inspection I found the replacement block and head were still well within factory tolerances. Lisa had taken the leap into classic-only motoring, which meant that, despite its clean bill of health, the engine would still undergo recommissioning.' Renewing anything

and everything perishable, Matt worked through the engine giving it new piston rings, core plugs, crankshaft main bearings and auxiliary shaft bearings and seals. While out of the car on a stand, he also swapped the oil pump for a larger capacity unit and renewed the front and rear oil seals. An enlarged oil sump, again from a later VW, gave this replacement motor the best chance to stay reliable and lubricated.

'Once the bare block was all reassembled I made it look like new by blasting up the alloy brackets, giving the block a thorough clean and painting it. I topped it all off with powder-coated pulleys and a freshly painted rocker cover. I even put the original VW warning sticker back on the rocker to retain as much of a factory look as possible.'

Avoiding the shoddy mistakes of the previous garage - now

tellingly defunct – Matt cleaned out and blasted the threads in the block with compressed air before refitting the fully refurbished cylinder head with its new valves, guides and stem oil seals. 'The head gasket and stretch bolts were also replaced with new and I added some modified studs to accept VW's upgraded later rubber-type rocker gasket."

Continuing to strive for greater reliability and usability, Matt added a few largely invisible upgrades to this early Eighties VW. 'With the replacement engine refurbished and back together I gave it a new fuel pump and insulator, plus a new vapour pot; I also added VW electronic ignition. Even more important was a new-old-stock twin-choke inlet manifold and gasket I found in the Netherlands. This meant I could fit an upgraded Weber 32/34 DMTL twin-choke carburettor, giving the 1.5-litre engine more pep.'

### **Body of lies**

In parallel to the car's mechanical overhaul, RR's bodywork guru Anthony Thomas (Ant) was also getting to work on the underside, uncovering some fairly nasty surprises in the Golf, Matt replacing both the car's fuel and braking systems – adding braided flexi lines, a new master cylinder, vented front discs and new calipers to the latter. Anthony had the harder job sorting out the corrosion. 'There was a bit of pulling and smoothing parking dents and dings on top as well as sandblasting the underside and dealing with plenty of scabs that hadn't progressed beyond surface rust,' recalls Ant. 'Generally, there was a lot of straightening up the panels, which was fairly straightforward once everything was stripped down.'

process. Both he and Matt took it in turns to get under Lisa's

Before he could get to the top side Ant had to tackle some

more severe rust on Lisa's VW. Made shiny and presentable by a previous owner, Lisa's Golf was hiding major metalwork maladies. 'It had been painted before but by the time it came into us, it was looking pretty tired,' explains Ant. 'There was lacquer peel in various places and both rear arches were particularly rusty. The front wings also hadn't escaped from corrosion with the offside wing sporting a massive dent too. Generally, it was all a bit tatty.'

VWs of this era, like any other classic, have their preferred rot spots but RR has seen them all. 'It needed some pretty substantial welding to both the

bottom rear corners of the rear quarters. The backs of the wheel arches are common epicentres for rot on old Golfs. The nearside needed a larger repair section than the offside – right-hand-drive examples get splashed from the gutter.'

Repair sections are widely available for Volkswagens because of the brand's eternal popularity, though sometimes a custom approach is called for. 'The nearside front wing had been replaced in the distant past but even so, its bottom corner was badly corroded,' explains Ant. Despite being beyond salvation, the rest of the wing was in fine order, so Ant decided to repair rather than replace. 'I rebuilt the whole bottom third, fabricating a large repair section roughly three inches from the wheel arch, right to the bottom of the panel. The plastic wheel arch liners here help to collect moisture and rubbish if they're not cleaned

out from time to time.'

With plenty more welding carried out to fill in holes and poor repairs Ant eventually got the underside sound once more. The Golf's slab sides were a little easier to get flush again with Ant now ready to take the Golf into the spray booth. 'First, I had to flat it all down and give it a coat of white 2K high-build primer, before flatting that down and giving any areas of bare metal a coat of etch primer. Another few coats of high-build are applied and flatted back to get the car as even as possible.'

With days spent getting the first and most important layers of paint right, Ant was finally able to start applying this VW's stunning Papyrus Green top coat. 'The first two top coats are for hiding and coverage, then the top two are your effect coats to make sure the metallic is even. Once that's done I apply two coats of high-solids lacquer right away and bake it for 20 minutes. I also leave the panels for a few days to make sure the paint hardens and there's no paint sinkage then give it a final flat and polish.'

This rare yet original VW colour perfectly contrasts the sand-coloured upgraded Recaro seats. These aren't standard yet they're a

## **High point**

'Curing all the wiring gremlins and adding the electronic ignition module without drilling any new holes in the bulkhead. It's safer and more reliable now but looks how the factory intended' Matthew Curtis

### **MY FAVOURITE TOOL**



## 'I was initially sceptical about an electric ratchet because I

an electric ratchet because I already had an air version that served me for this purpose, says Mathew Curtis. 'However, apart from using it for the plethora of sump bolts on VW engines, I'm now using this for so much more, particularly where access is restricted. No airline means it's far easier to use and it doesn't strip your knuckles either when it reaches max torque. I can't fault it whatsoever and the battery lasts for ages too.'

period addition and certainly remain in-keeping. The rest of the interior was left largely as you see it here. Matt needed to get behind the dashboard to investigate some old wiring that nearly caused a fire – Lisa had thankfully shut the car off as soon as she noticed smoke billowing from the heater vents. He renewed the wiring loom, fixing the burnt insulation and short circuits while also adding some new bulbs to bring the dash back to fully functional. Other than a deep clean, the near four-decade-old trim was in exceptional order.

### Par for the course

Since leaving the workshop earlier this year, Maud and Lisa have been living their best classic lives. Lisa uses her highly-prized Golf every day and often on warm summer evenings too. 'That's the problem when your mates know you've got a convertible, you become the designated driver,' admits Lisa with a smirk.

'Lisa is lovely and we enjoyed working on her Golf,' adds Ant. 'It was a long, thorough restoration, but in the end it came out really well.' Matt is similarly enthused. 'Lisa's reasoning that, despite it costing a serious amount, getting her classic how she wanted still cost less than a much newer car is so right. She's now got the exact car she always wanted, in as-new condition, sympathetically upgraded to cope with modern traffic.'

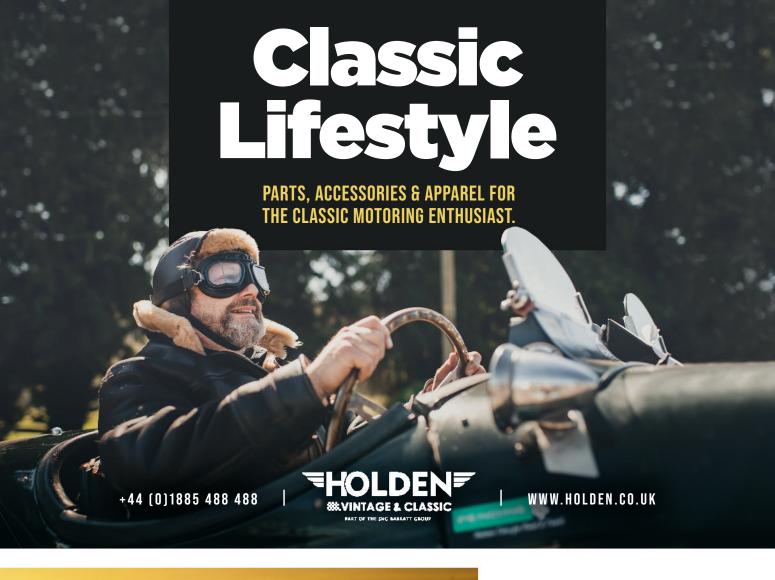
You might still be thinking that all this is a lot of work for a Golf – these machines are about as rare as a Boris Johnson scandal – yet early ones have been quietly slipping away. Numbers of survivors aren't clear, but they're certainly not going up. The market might hanker after the Golf with that 'I' on its rump, but Lisa has achieved her goal of standing out in a crowded corner of the hobby. Beyond its value –largely irrelevant given Lisa's intentions – she's got the classic she always dreamed of and takes every opportunity to grab the keys, loving every moment

behind the wheel. Something we can all aspire to.











## The ultimate protection from rust, mould and corrosion

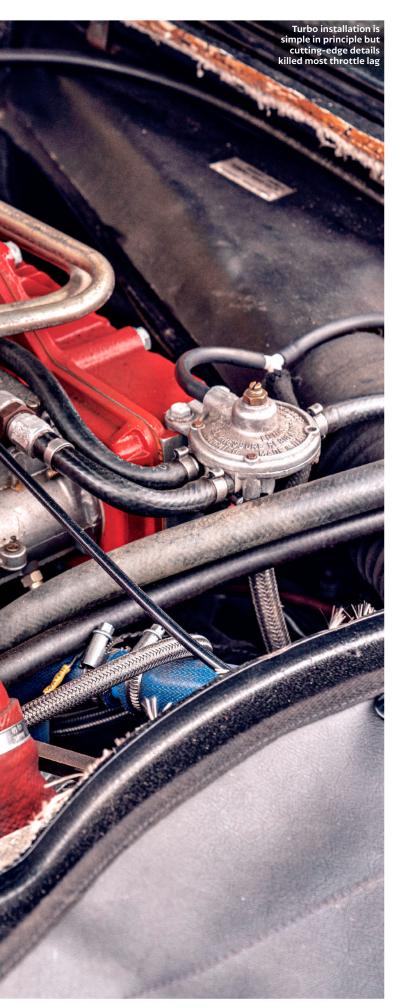
For any prestige or classic car owner, rust, mould and corrosion will cause sleepless nights while their treasured vehicle is in storage. The number one cause of deterioration is unregulated humidity levels therefore it is vital the environment is controlled. Preservation through dehumidification is imperative to remove harmful moisture from the air.

A dehumidifier from Drying Rooms UK is the ideal solution, as it removes moisture from the garage which helps prevent corrosion of vulnerable metal surfaces & body panels. They will dry damp rooms substantially quicker than heat alone, to the point where cars can be stored for indefinite periods of time in a garage without moisture related degradation. In addition, they will also dry a vehicle if it is returned to the garage whilst wet and provide a degree of background heating.









t's almost 20 years since I drove a Turbo Esprit, and I remember it as a thrilling near-supercar that put many contemporaries in the shade. Driving former Lotus engineer Martin Cliffe's car today, with him playing passenger, it feels older than I expect – but on my first drive myself and the car were in our twenties, and now, in our forties, we have aged a good deal.

In the car's case, this feeling is mainly down to the ergonomics inherited from the Series 1 and 2 Esprits. You lie down in a banana-shaped bucket seat, cocooned by the large central tunnel, the door and the dash, the roof bearing down on your bonce. Lotus' then managing director, Mike Kimberley, lost out in a battle with Colin Chapman to make the Esprit comfortable for people of 6ft 5in (Mike's own height), though it's an improvement over the diminutive Europa. But sports cars and their interiors have grown enormously since then, making a greater contrast between the Esprit's era and the present than I'd expected.

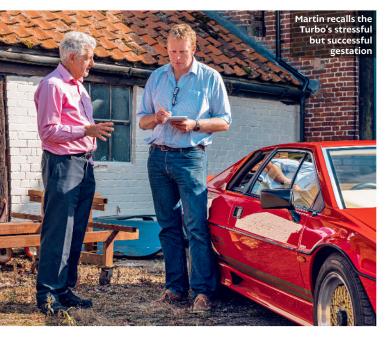
The Dell'Orto carburettors require a bit of throttle at start-up, like any other twin-choke Italian carbs. They're fed from a sealed plenum chamber that in turn is fed by the turbocharger, but at low speeds on country lanes there's little difference from a naturally-aspirated Esprit. The throttle likes gentle treatment for smooth progress while everything warms up; the steering is the same heavy, direct experience through the small wheel; and the engine is a gruff four-cylinder growl behind your head. The gear linkage, relying on a cable for the cross-gate action, asks you to concentrate on each change.

I turn onto a larger road, leave the village and escape what little traffic rural Norfolk has to offer. The engine is warming through, a slight cough and hesitation evaporates and an insistent surge of acceleration propels us forward. It's not the lunge associated with other examples of early turbocharged

## 'There's still that unreal sensation of being dragged to the horizon by a bungee cord'

cars – whip the horses, wait a couple of seconds and then hang on – it's a more linear experience. There's still that slightly unreal turbo sensation of being dragged to the horizon by a bungee cord, with acceleration breeding more acceleration, but the wildness of it has been ironed out. It's only once you lift off the throttle and hear the whoosh and flutter behind your right ear that you're certain about the presence of a turbo. It's not the wastegate, but rather a surging of the compressor caused by the pressurised inlet charge arriving at closed throttle butterflies. Harmless but aurally distinctive.

Now we're motoring, and that turbocharger is not the only aspect of this car to show itself properly. The whole plot comes together, with high-geared steering letting you flow through bends at what you thought was a decent speed, but which soon seems pathetically far from the limit. There is some body roll, but very little by the standards of the time; probably just enough to permit the Esprit's strangely accomplished ride quality. It's firm, of course, but supple and well-insulated. You know you've driven over a bump, but you never feel the edge of the pothole, as you do in so many track-tuned sporting cars. In development, the Esprit was tested extensively on track at Hethel, but neither Chapman nor his team lost sight of where it would really be used – bumpy B-roads like this. Martin Cliffe recalls the first







time Chapman drove the prototype Turbo, saying that after a lap or two on track, he turned out of the gates and onto the road – where it worked well, straight away.

It still does, of course, with the brake pedal offering enough feel and power to instil total confidence. That can't be said of the gearchange, which has improved as the 'box heats through, but is still obstructive rather than instinctive... room for improvement both with my technique and the linkage adjustment? The only other impediment in this car is the reflection in the windscreen caused by the dash top, trimmed in the same cream-coloured leather as the rest of the cabin. It's like looking through a head-up display of a sandy beach, made more noticeable by the one spot that's easy to see through – the dark area where the screen demisting vent reflects.

So we're into the zone of forgiving an old car its foibles, though this is easily done when it has so much to offer on the open road. Dashing around the back lanes outside Norwich is home territory for any Lotus, but you soon get the feeling that this Turbo Esprit needs a bigger stage to show itself in the best light. Foot down in third gear and you're propelled past the legal limit in no time, so you think of your licence and cruise quietly in fourth, hoping for a chance to drop a gear and overtake something... fifth remains largely untapped. How terrific it would be for a motorway dash to the Alps, ideally sans speed limits, and then some press-on driving over a pass or two. It's fairly quiet, it has long legs and a broad torque curve, making it an effortless high-speed cruiser in a way that the Series 1 and 2 cars could never aspire to. The intentions behind turbocharging the Esprit had little to do with turning it into a plausible grand tourer, but that is a happy side-effect.

Martin Cliffe knows all about this, of course – he played a key role in the car's development as principal engineer in the project to turbocharge the Lotus 907 engine. He did run a naturally-aspirated Esprit back in the early Eighties – ironically the Turbo Esprit prototype, sold to Martin by the factory without a driveline and then re-engined – but he'd never owned a production version. He bought this car last year after developing an itch to own an early Turbo – an itch that had been building for some time. 'Four or five years ago, I found one for sale with a dealer in Kent that looked tremendous,' says Martin, 'but when I drove it I was so disappointed – it didn't seem to have much performance and it wasn't nice to drive. I told the dealer as much, and he said it was one of the better examples he'd had.'

After this discouragement, Martin wondered if the rose-tinted recall of four decades past had presented the Turbo Esprit as a better car than it really was, and he stopped searching. But last year he saw another for sale within minutes of his home. What was there to lose? It was being offered by a Lotus staff member on behalf of a customer, and it was waiting at the Classic Team Lotus premises across the road from the main site at Hethel.

This car, OHF 7, was first registered on 6 September 1982 and would have been identical to the early versions on which Martin had responsibility for the powertrain. However, it's enjoyed a great deal of expenditure in recent years and Martin says it's been mechanically rebuilt in High Compression form, as introduced in 1987. 'That means the compression ratio and boost pressure have been increased, adding 5bhp and 20lb ft of torque,' he says, 'but with larger carburettors on a longer inlet manifold. This was a retrograde step as far as quick throttle response went, although it was necessary to accommodate various add-ons that improved emissions.'

The example also benefits from the later swing-valve wastegate built into the turbine rather than the unreliable separate poppet-valve type (which Lotus was not allowed to buy from Garrett), while the cylinder liners are Nikasil-coated aluminium. The pistons are forged items from Mahle, not the original cast pistons that Martin had to redesign before they











could survive the higher demands of a turbocharged engine. 'In addition, it has an aftermarket stainless steel exhaust, the ignition has been upgraded to a mapped system and the brakes have been improved to four-piston calipers on the front with ventilated discs,' says Martin. 'Those at the rear are original, derived from the Lancia Gamma.'

That explains the car's stopping power, then. The difference between 1982-vintage and 1987-vintage performance might show up more on paper than in person, because it's the whole Turbo Esprit experience that's distinctive, not simply the straight-line urge. And in this case, the car's fantastic cosmetic condition matched by the drive, or very nearly. 'It pops a little on the over-run and the choke can stick on, but this one was so much better than the other,' is Martin's overall appraisal .In fact, since our meeting, Martin has discovered some surprising things: US Federal-spec carburettor jetting, an un-blanked throttle-edge port, incorrect float heights, too much fuel pressure and a throttle stop fouling on the carb's casting. With everything back to European specification, he reports even more performance and no misbehaviour.

Purchase of this car closed a loop that opened rather a long time ago. Martin's own story with Lotus began in 1978, during a visit to the Motor Show at the NEC. He and his wife Elizabeth were looking around the show separately, when she reached the Lotus stand and saw Colin Chapman leaning on a rail, looking bored. 'I decided to go and talk to him,' says Elizabeth, 'I said I'd like to shake the hand of one of the country's great engineers. We got chatting and I told him about Martin, and what he did.' Martin was working as a Sales Engineer for Holset, one of a very few turbo specialists established at that time. Chapman's ears pricked up and soon afterwards, Elizabeth met Martin for lunch and told him he was due at the Lotus stand at 2pm for an impromptu job interview. Once Martin had recovered from the surprise, he went along and met not only Chapman, but also Mike Kimberley, engineering director Tony Rudd and Fred Bushell, the financial director.

'There were various interviews back and forth after that, but in the end, I quite happily took a pay cut to work for Lotus at the beginning of 1979,' he recalls. 'I still have the letter Lotus sent, stating that "no-one works at Lotus for fame, fortune or security." That was true, as Martin soon discovered, recalling endless all-nighters and not much in the way of time off for holidays, an environment he generously describes as 'character forming'.

The car Martin was attempting to transform was already almost eight years old at this point, if you go back to the first concept created by Giorgetto Giugiaro. That one, the star of the



### **OWNING A TURBO ESPRIT**

'The turbocharged engines are durable, providing common sense and mechanical sympathy are used,' says Martin Cliffe.

'However, the early wastegate used before the 1987 HC variant can stick shut, leading to excess boost pressure and wrecking the engine – you have to keep your eye on that boost gauge.

'Many cars do not handle the way they should and this is largely down to incorrectly set suspension geometry and poor quality aftermarket dampers. A huge amount of work went into calibrating the valving for the original Armstrongs. Lotus later did an exercise with Bilstein to establish specifications that were equal or better!

Budget £500 for the 'A' service (oil, filter and various checks); £750 for a 'B' service that adds plugs, air filter and extra checks; £1700 for the 'C' service that adds cambelt, fuel filter, coolant and gear oil.

'I think the main message is not to cut corners,' says Martin. 'Use qualified mechanics, genuine Lotus parts and follow the workshop manual. Don't expect a Lotus to be cheap to run.'



Turin Motor Show in 1972, had been created in six months flat from the first lunch with Giugiaro to the opening of the show. Mike Kimberley had supplied a lengthened, widened Europa Twin-Cam chassis for ItalDesign to work with and the dramatic results exceeded everyone's expectations. But as has since been well documented, the step from idea to show car was far quicker than that from show car to production. Turning Giugiaro's pure shape into something Lotus could actually build, and which would be safe and sufficiently practical, took until the autumn of 1975. And for some of that time, there was an intention to launch the car with a choice of four-cylinder and V8 engines.

A lack of funds meant that ultimately only the four-cylinder, 2.0-litre version arrived. For a car aimed at a niche between Porsche and Ferrari, this left the Esprit a little short of firepower, especially in the USA where strict Federal emissions standards pruned it of 20bhp. And that, in turn, led Colin Chapman and Mike Kimberley to seek cost-effective ways to improve things. The story of the Turbo Esprit project, and Martin's key role in engineering its 2.2-litre turbocharged engine, is covered in detail in our interview with Martin, Mike Kimberley and powertrains manager Graham Atkin that starts on page 94.

The first Turbos, unforgettable in their special Essex Petroleum livery, reached customers from late summer, 1980. By the middle of 1982, concerned at the many challenges facing Lotus - an ill-fated tilt at making boats, a struggling Formula 1 team, worrying noises from the banks - and tiring of friction with Rudd, Martin left to found Omicron Engineering. This was initially a consultancy working on turbo conversions, four-wheel drive and

other projects, but it slowly evolved to become the country's best-known classic Lancia specialist. How does Martin assess the Turbo Esprit now? Is it possible to apply hindsight, or a clear vision un-tinted by 40 years of memories?

'When it was new, I hadn't driven anything better, faster or more satisfying. Then, as the years went by, I was lucky enough to drive all sorts of faster and more advanced cars, which clouds your judgement. But I think the Turbo Esprit must be viewed alongside its contemporaries, and if you look at almost any magazine article from the time comparing the Turbo Esprit with rivals from Porsche, Ferrari, Maserati and so on, it receives high praise. Which I think it deserves... it's a very exciting car.'

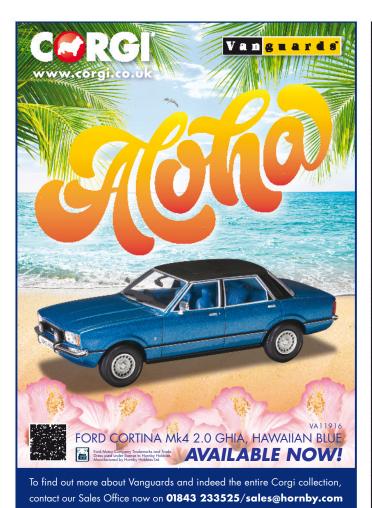
After a day in the driving seat, I know exactly why I remembered the Turbo Esprit so fondly and forgot its shortcomings. It's because you get used to the constrictions in a few short miles and revel in the combination of torque, power and chassis dynamics that finally showed off the Esprit to its full potential. Then, when you clamber out, you're dazzled all over again by the car's stunning visual presence. On paper, the turbo put the car absolutely on a par with the 1980 Porsche 911SC same 0-60mph time, same top speed - and they're more similar in some ways than you might think. Both have enough midrange

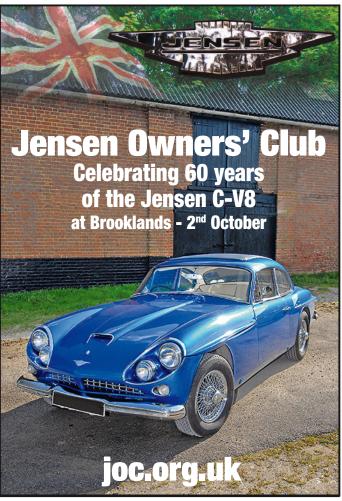
torque to be relaxing, yet both need revs to feel really quick, with the Esprit's power delivery more like a sporting engine coming 'on cam' than a laggy first-gen turbo.

To be involved in the creation of such a machine was both a trial and a privilege for Martin Cliffe, and perhaps the only surprise in his ownership of this car is that it took 40 years to happen. Who says you should never go back?

## 1982 Lotus Turbo Esprit (as standard)

Engine 2174cc inline four, dohc, two Dell'Orto twin-choke side-draught carburettors Power and torque 210bhp @ 6000rpm, 200lb ft @ 4000rpm Transmission Five-speed manual, rear-wheel drive **Suspension** Front: independent by double wishbones, coil springs and Armstrong telescopic dampers. Rear: independent by lower wishbones, unequal length transverse links with radius arms, coil springs and Armstrong telescopic dampers Brakes servo-assisted discs, front and rear Weight 1204kg (2653lb) Performance Top speed 149mph; 0-60mph: 6.1sec Fuel consumption 21 mpg Cost new £16,982 (at launch) Classic Cars Price Guide £13.000-£35.000











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## [Interview]

## We arrived in Italy with an average speed of 91mph

The Esprit needed supercar performance to give itself – and Lotus – a future. Here's the inside story of the Turbo Esprit, from those who created it

Words NIGEL BOOTHMAN Images MARTIN CLIFFE/ALEX TAPLEY

ou've just started a new job at a small but very famous car company. You have a limited budget, a few junior assistants and just over a year to reengineer the flagship model, giving it the power to take on the might of Ferrari, Maserati and Porsche. Then, just as you're finding your feet, your boss suffers a serious car accident.

This was the situation in which Martin Cliffe found himself in the spring of 1979. It seems an unfeasible task nowadays, when merely deciding on a new model's brand values might use up 12 months' worth of meetings. Yet somehow, Martin and his team made it happen.

We're about to hear the story first-hand from the man himself, along with Mike Kimberley – managing director of Lotus at the time – and Martin's boss and powertrain engineering manager, Graham Atkin, who created the naturally-aspirated Lotus 900-series engines with Lotus colleague Ron Burr.

'We were running the 2.0-litre 907 engine in the Elite, Eclat and Esprit, and if those models needed anything it was more torque,' says Mike Kimberley. 'Colin Chapman and I went over to Weissach to drive the Porsche 930 Turbo. We drove other early turbo cars too – the BMW 2002, the Saab 99 and a Buick Century Turbo Coupe. And they all had a two or three-second wait between putting your boot in and getting this enormous kick in the back. Quite fun for us, as experienced drivers, but we could see it being enough to send inexperienced drivers off the road in bad weather – especially in the case of the Porsche.' Graham chimes in, 'What we were after was that extra power, but with a linear throttle response.'

A couple of years earlier, Mike Kimberley and Colin Chapman had formed the consultancy arm of the business, Lotus Engineering. 'The first project we secured was the engine and production for the Lotus Talbot Sunbeam, early in 1977,' Mike explains. 'Graham took it over and ran it with Chrysler's Competitions Director, Des O'Dell, and it later won the RAC Rally. They needed more torque and O'Dell insisted on at least 240bhp, so it was necessary to use an increased capacity, up to 2.2-litres for the rally and production cars. This gave Lotus a larger variant of the 907 engine – but this ultimately came at the cost of enmity from O'Dell, who felt Chrysler had bankrolled it and Lotus had benefitted unduly.

'Meanwhile, the view of Tony Rudd, the engineering director responsible for Lotus' road cars, was that he wanted a V8,' says Mike. 'He was stuck on that concept and he wasn't necessarily wrong – our new range of Elite, Eclat and Esprit had been designed to accommodate a V8, which the USA market would have preferred – but now we had the 2.2 available, which already gave more torque. Then we had another accelerant, if you like, from our top dealer, Bell and Colville.

'They turned up with an Esprit they'd had turbocharged by Stuart Matheson from Mathwall Engineering,' says Graham. 'It did everything wrong. It sucked through a huge SU carburettor, and the throttle lag was even worse than the Saab or the Porsche. Lotus would not warranty the installation, naturally.' After this, Mike says he and Chapman decided they must go ahead and do a turbo, but with an emphasis on eliminating throttle lag – something no other manufacturer had achieved.

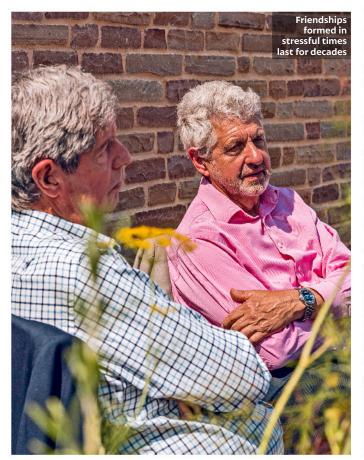
'That was the task Graham was given,' says Mike, 'and while we put money into the turbo project as a mainstream development, we also kickstarted development of the V8 again.' This left Graham over-worked even by Lotus standards, so he advertised for an assistant engineer. 'We had nearly 2000 applications from all over the world,' Graham explains, 'and I had to go through them all. Luckily, we found Martin... with help from his wife Elizabeth,' he adds, referring to the Motor Show story told in the preceding pages. Martin began at Lotus early in 1979, by which time Graham had already started the turbo project and made one important decision.

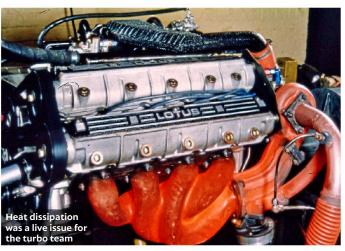
'Graham said from the start that we'd place the turbo to blow through the carburettors, not suck mixture from them,' says Martin. 'As well as bringing the throttles closer to the inlet valves, it gave us free charge-cooling – as the fuel evaporates in the carburettor, it cools the compressed charge and therefore increases the density, which provides more power.' But why not fuel injection? 'We asked Bosch, and it wanted three years just to complete the engineering programme,' says Martin.

Graham and Martin agreed the best route to minimising turbo lag. 'We chose small carburettors, small turbos, and a small exhaust with short inlet manifolding. This minimised the volume of air in the system and improved low-speed performance before the turbocharger was delivering full boost,' says Martin. They had an engine running on a test bed within weeks, but then Graham had a serious car crash.

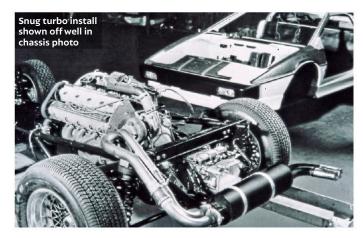


'The emphasis was on eliminating throttle lag – something no other manufacturer had achieved'

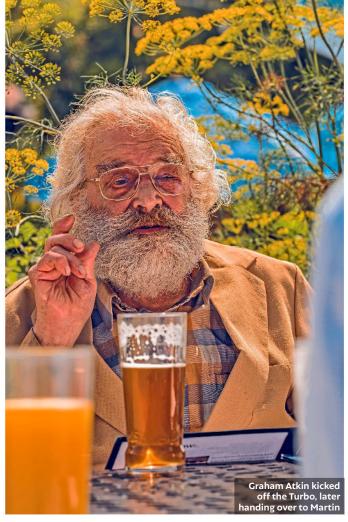












'I'd been working in Yorkshire the day before, stayed up to drive overnight to Norwich, went to London the next day, then drove back in the snow that night and came off the road at the Newmarket junction,' Graham says. He suffered a smashed eye socket, among other injuries, and reckons he was lucky to survive. When he was well enough, Martin began bedside consultations in the hospital, because the experimental turbo engine was already being fitted into a car – an unsold Federal-spec Esprit retrieved from The Piggeries at East Carlton Manor, a space Lotus hired for general storage.

Right away, the car showed promise. But Mike wanted to

'We folded the

mirrors in and

that took us

up to 155mph'

have a bit of fun with Graham, who was still bed-bound, so he went to see him. Graham explains, 'I was lying there with my eye bandaged up and I knew Mike had tried the prototype for the first time on the Hethel test-track, despite the snow. He said, "I've just driven the turbo – what a disappointment... no lag at all!" Of course, that was just what we'd been striving for!'

Job done? Certainly not – it turned out to be just the beginning of the problems the

team faced in getting the car production-ready. And almost as soon as Graham was well enough to leave hospital, he resigned and took up a position at Rover. Martin found himself holding the baby – and one of his first tasks was to write a plan for the time and budget required to get the car into production. 'How do you know what will suit?' he says. 'These things are always written with optimism, or you'd never be allowed to go ahead – but, of course, both time and cost went past the target.'

One of the biggest issues to resolve was the recurring phenomenon of piston failure. Engines would run well for some while, produce good power, and then with very little warning, hole a piston. 'We were aiming for the same firing pressure in the cylinders as the naturally-aspirated car, about 1000psi,' says Martin, 'so we reduced the static compression ratio from 9.5:1 to 7.5:1, but we kept the same squish clearance, aiming for good combustion... though it didn't work out like that!'

Squish clearance is the tiny gap between the piston and cylinder head at top dead centre, usually around the edge of the combustion chamber, which generates turbulence as the piston reaches the top of its stroke. The problems facing the team were illustrated on a testing trip to Nardò, the high-speed track in Italy. This kind of trip was much encouraged by Mike Kimberley.

'I insisted on these long trips, because you have to make sure you can live with the car,' says Mike. 'Tony Rudd and I used to

drive to Rome and back in a weekend – Hethel, Dover, through France and over the Alps, down to Rome and then back via the Mille Miglia route for breakfast on Monday. We allowed ourselves one sleep in a hotel during the whole 3200-mile trip! We got to Nardò in the Turbo prototype at an average speed of 91mph, so we weren't sparing it,' says Martin. 'We went round and round as fast as we could and saw 140mph. What next? We thought of folding

the mirrors in and that took us up to 155mph, but then there was a nasty noise and a piston failed, so we limped off the track.'

They borrowed a workshop and phoned the factory. New parts were flown in and they repaired the car and drove home. But why were these faults occurring? 'The engine temperatures were very high,' explains Martin. 'While we introduced the louvres instead of the rear window glass to stop it boiling its fuel, it was harder to control piston crown temperatures. So, working with Hepworth and Grandage [Bradford-based engineers], we redesigned the piston. A costlier forged piston was one option, but we managed to get a cast piston to work just as well once we'd specified a thicker crown, moved the rings lower down and, most importantly, increased the squish clearance.'



For the turbocharger, Martin chose the smallest that Garrett AiResearch offered at the time – a type T3. But that left much experimentation to find the optimum trim for both the turbine and compressor wheels, and also the A/R [area over radius] volute ratio, or the size of the turbine's intake area in relation to its distance from the wheels' axis. Martin's work revealed the best combination, so the turbo used on the Esprit was certainly a Lotus-specified creation rather than an off-the-shelf item.

There were other changes from the naturally aspirated engine, most notably a dry-sump system that lasted only for the first year of Esprit Turbo production. 'It made checking the oil level something of a challenge for many customers and it cost more, but it was racing car technology and showed what Lotus could do,' says Martin. 'Our cars were always a shop window for our technology,' adds Mike. 'And the Turbo Esprit did do what we said it would do, and generated work for Lotus Engineering.'

Mike oversaw other changes that were demanded by the turbocharger, or that were simply overdue. 'The Esprit's rear suspension used the driveshaft as an upper link,' says Mike. This transmitted a lot of noise, vibration and harshness into the car via the gearbox and chassis mountings to the backbone, but Colin Chapman stuck with it on the S1 and S2 because it was light and simple. For the Turbo, I managed to get him to try a car with a proper upper link, allowing the driveshaft to have a plunging joint, and he agreed how much smoother and quieter it was, and how the handling was enhanced. When something was demonstrated like that, he'd admit he was wrong.' Graham adds with a chuckle, 'Unless he had money on it!'

Lotus Vehicle Engineering staff under Ken Sears were working on all the necessary changes and updates to the chassis itself, plus the suspension, braking, cooling and styling, which had been reworked by Guigiaro. That spoiler on the tail? It looked good, but made the nose light at high speeds. The solution? Another 'trim' spoiler at the back of the roof, directing the airflow up and over the one on the tail.

Martin remembers the rest of 1979 into 1980 as a series of long days, gradually ticking off each obstacle – finding a small foundry in Cornwall to cast the new exhaust manifold and turbine housing in high silicon iron; arranging for the creation of a special fuel pump that could vary its delivery pressure as the boost increased, plus a hundred other things.

As early as 12 February 1980 David Thieme, the charismatic owner of Team Lotus' sponsor Essex Overseas Petroleum Corporation, threw a lavish launch party for the Turbo Esprit at the Royal Albert Hall. 'That party was said to have cost in excess of a million pounds,' says Martin, 'although the first car we passed to Sales was not until July 30 that year. We only had the engine output officially homologated in late May.'

The engine performance was officially certified at 211.6bhp at 6000rpm and 202.8lb ft at 4500rpm – quite an uplift from the S2's 160bhp and especially its 140lb ft. And the reception from both press and public was about as enthusiastic as Lotus could dare hope. 'There was an Audi advert quoting one of the car mags,' says Graham Atkin, 'and the quote said, "Next to the Turbo Lotus the Audi is the best turbocharged car you can buy." Even other manufacturers had to acknowledge how well it worked.'

Mike Kimberley adds, 'What you have to remember about the Turbo Esprit project is that it was fast to market and gave us the performance we needed while retaining low weight, low cost and decent fuel economy. Of course the changes to the cooling, brakes and suspension meant quite a lot of work, but not nearly as much as a V8 installation would have done – and it benefitted the non-turbo cars too. Overall, it set the global benchmark for eliminating turbocharging throttle lag in the OEM industry'.

More than that, the Turbo gave the Esprit a much longer life – would the second-generation Esprit have been worth developing without the Turbo's performance? Would Lotus have found itself with the strength to develop the Elise and guarantee survival without the longevity of the Esprit? Great things can grow from the achievements of a dedicated few.





[Life Cycle]

## THE LIFE STORY OF A

## Ford Escort XR3

Bought to use as a van, then cherished in the same ownership for nearly 40 years, this fast Ford's condition belies its history of hard use

Words SAM DAWSON Photography LEWIS HOUGHTON

### 1982 - Christine Cummings stumps up £6005

Christine Cummings owned a grocer's shop in Newtongrange, a village south-east of Edinburgh. 'In 1982, the shop needed a new van. An Escort panelvan would've done the job, but Christine wanted the new XR3,' says current owner John Duncan, relaying the story told to him at Ford dealer Kirkbrae Motors when the car was just six months old. 'It seems she tried to make it work as a grocer's van, given that it was a hatchback, but it just wasn't practical enough in the end so she had to give it back, still within its warranty period.'

There was an odd point of connection between the two owners though, as John explains. 'At the time Christine ran the grocer's shop, my wife worked in the Royal Bank of Scotland branch four doors down the same high street. Christine would come in at the end of each working day and pay the shop's takings in, often at her counter.'

## 1983 – John Duncan pulls together £5200 for it

In 1983, John Duncan was just starting out as a painter in his father's decorating business, but was well-versed in Ford ownership. 'I had a yellow MkII Escort estate which we used as a van,' he recalls. 'When we bought it, the dealer said, "Yellow is the safest colour," but he was proved wrong because I've never had a car that was involved in quite so many accidents. It got hit five or six times, the final time being on my drive in Slateford, when a gas board van mounted the pavement, ran into it and wrote it off. A few weeks later, a friend of my brother-in-law got

in touch, knowing I was interested in Fords, saying he'd got himself a great deal on his new car. Lo and behold, it turned out he'd bought my old Escort...'

A Triumph Dolomite 1850 fleetingly intervened before John was lured back into Blue Oval ownership. 'A guy in my swimming club had a Capri 1600S, which he sold to me. I liked it a lot, this rear-wheel-drive hatchback coupé; but a friend of mine worked for SMT Vauxhall and could get me a good deal on a new Opel Manta. I was all set to buy it – then Ford went and released the Escort XR3.' John was instantly smitten by the newfangled hot hatch.

'I know this sounds odd, but I remember going to Peoples Ford in Edinburgh, sitting in the new Escort XR3 in the showroom, sliding the sunroof cover backwards and forwards smoothly on its runners, getting this sense of slick precision and thinking to myself, "I *need* this car." But with an OTR price of £6005 new, I couldn't afford it – or so I thought. Then I found this six-month-old XR3 for sale at Kirkbrae Motors. I offered to trade in my Capri, but the dealer told me I'd get a better deal selling it privately, and still offered me a discount on the XR3.

'I took his advice, sold the Capri privately and got £1900 for it, against £5200 after discounting for the XR3. It sounds like a great deal, until you bear in mind that around about the same time I'd bought a flat for £4800! Admittedly it was a doer-upper in need of a lot of work, but then again, I was only on £22 a week. We used dad's van – another Escort – for the decorating business, but other than that, the XR3 had to be my only car, to be used for everything.'















But John still splashed out on his new car early on. 'At the time, the RS1600i was the most desirable Escort, the Group A homologation special,' he says. 'It had very distinctive bonnet and side-stripes, and at the time Ford dealers also offered similar sets for other models in the range. I bought a set from another dealership – Alexanders of Fountainbridge – which looked just like the RS1600i's but the decals read "1600 XR3" instead. They remained on the car until its restoration in the 2000s.' John also fitted a personalised numberplate, 79 JOK. 'It's a reference to the year I was married – 1979. I paid £250 for it,' says John. 'It's worth £4500 now, and is currently registered to my daily-driver Focus ST.

Speaking of nuptials, one of the XR3's first duties

in John's ownership was as his sister's wedding car. 'I was chauffeur that day too,' he says. 'There's a photo of me slumped fast asleep in a chair, still in my Eighties wedding suit, with the car in the background – it had been a very long day.'

Although he was satisfied with his new XR3, there was

one aspect of it that irritated John. 'The automatic choke never worked properly, staying open for too long or closing too early,' he said. 'So early on I took it to Bordale Motors to change it to a manual system. It was quite a common conversion back then, but nowadays it's pretty much the only aspect of the car's specification that isn't original.

With the arrival of sons Ben and Lee in 1986 and 1988, the XR3 took on a new family role too, something which the car wasn't quite ready for, as John found en route to a Highland holiday in Nairn, Invernesshire. 'We were loading up the XR3 for the holiday and realised it had no rear seatbelts – they weren't a standard feature back then and I guess Christine wouldn't have needed them if she was intending to use it as a van,' he says. 'So we stopped off at the Ford dealer in Nairn on the way to the holiday cottage we were staying in, bought a seatbelt kit and a rivet gun, and fitted them when we arrived.'

The XR3 spent the rest of the Eighties as the Duncan family runabout, tackling shopping trips, holidays and Ben's first day at school alike. But in 1991, something arrived that got John longing for

something else again. 'It's the problem with being a car enthusiast – you always want something better!' he laughs. 'And in 1991, that something was the Series 2 Escort RS Turbo, more mass-produced and readily available than the limited-edition MkIII-based Series 1. There were a lot on the market by the early Nineties and prices were reasonable. 'I found one for sale at Alexanders. I offered the XR3 in part-exchange, and that might have been the end of my story with that car. I'd had it eight years, it was in very good condition as I'd always looked after it. But then they offered me just £250 for it.

'I did buy that RS Turbo, put the 79 JOK plate on it, and it effectively took the place of the XR3, but after that low offer I also took the XR3 home, re-

## 'I offered the XR3 in partexchange for an Escort RS Turbo, but they offered me just £250 for it'

registered it on its original numberplate and put it in my garage. It was far too nice to let it go for just £250, but other than putting it in dry storage and looking after it, I wasn't too sure what to do with it. Back in the Nineties, Eighties hot hatches were practically worthless. No one was restoring them or paying good money for them.' Other than keeping the XR3 polished and wheeling it out once a year to photograph alongside the RS Turbo for reference, it led a quiet life, only emerging from the garage very occasionally. 'Looking back now, it shows up in the background of family photos, shot outside the house when it's been taken outside for a polish, but it's almost as though it's been watching the kids grow up.' Appreciation wasn't universal though...

'I was an RS Owners' Club member when I had the RS Turbo,' says John. 'They're a selective bunch. On one occasion I couldn't go to an RSOC meet in the Turbo, so I took the XR3 instead, and they fell out with me! Back in the Nineties the XR3 was not considered collectable or desirable at all.' This all changed when, in the 2000s, a friend took John to a classic car show in the Scottish Borders.

























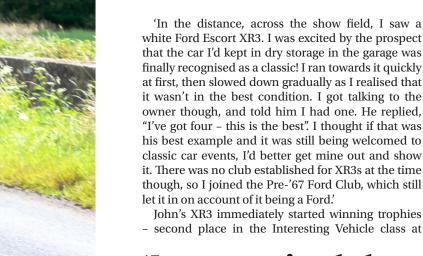












- second place in the Interesting Vehicle class at

was less than a year old. 'Chris Cogan was just going to respray the bottom of the car, given that the panels were in good condition - but after inspecting it he said, "We need to do this properly, glass out."

'I had the wheels powder-coated during the restoration too, but once completed they looked too harsh, somehow. It was then that an accident in 1983 finally paid dividends. Not long after I bought the car, I was driving it on a snowy day, lost control, and pranged a wheel against a kerb. Because I'd just bought the car and was financially stretched, I couldn't afford to get it repaired so I swapped it for the spare. When it came to repainting the wheels after the powder-coating, I finally found a use for the buckled wheel as a source for colour-matching!'

> The restoration was completed in 2018, and the XR3 soon started winning trophies again. A concours win at Selkirk qualified the car for the 2022 Scottish Vehicle Federation's Vintage Champion of Champions award, and the car also won the SVVF's Neil Pearson Trophy for Emerging Classics. 'But I don't regard it as a concours car,' quips

John, despite being surrounded by his concours trophies. 'At the Ford show at Knockhill you see people bringing their cars on trailers and cleaning them with cotton buds. I always drive the Escort there, but I've won quite a few trophies regardless.'

Some of the car's appeal must be down to John's attention to detail, as he points out make-or-break features in the engine bay. 'I wanted a proper original-style white Motorcraft battery. You can get them in Germany, but they ship them over dry, so I found a black example in the UK and repainted it the correct shade of white. Note the ripple effect in the paint on the air cleaner housing. I used the same paint as the wheels, but didn't sand it down, just sprayed it and left it, just as they did in the factory. People get tempted to sand them when restoring, but the result looks too smooth. My next project is to source an original Motorcraft oil filter and hose - the ones on the car are currently aftermarket.'

John may claim the XR3 isn't a concours car, but the attention lavished on it means the classic world thinks otherwise. 'It goes on classic runs too - the pleasure has always been in driving it,' says John.

## 'I was excited that the car I'd kept in dry storage in the garage was finally recognised as a classic!"

Thirlestane in 2006, it won the class in 2007. The same year, it clinched Best in Class for 1976-onwards cars at the Tayside Classic Car Show. The car seemed to be in good condition. 'All the body panels are original,' says John, 'but as time went on I had to do individual jobs on it. A front suspension refresh first. Then a new clutch, so the engine needed taking out, and while I was at it I decided to detail the engine bay. But it was when I was refreshing the rear suspension that I found a rotten chassis leg - and that was when the restoration started.

'I sent it to Bill Dalgetty Vintage & Classics in Dunbar to be restored, but it ended up sitting in his workshop for the best part of ten years as a side project. Incidentally, Bill was the son of the dealer who fitted the manual choke back in 1983. In the meantime, I bought a Triumph Spitfire - which I've still got - to take to classic car shows and I sold the RS Turbo to pay for the XR3's restoration. The buyer paid in cash, which I had ready to pay for the restoration - and then I was burgled and the money was stolen.'

The restoration process meant the XR3 lost the aftermarket stripe kit John had fitted when the car



[Interview]

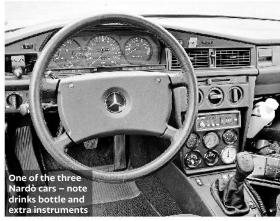
## 'It was quick out of the box, and that terrified Ford'

The Mercedes 190E was created as an efficient compact car in response to a fuel crisis, yet ended up creating a racing legacy via a failed Group B tilt. We speak to three key figures to get the inside line on its motor sport pivot

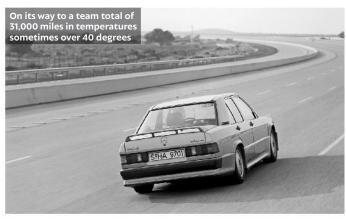
Words RICHARD MASON Photography SWINFORD/MERCEDES-BENZ ARCHIVE











t was 1979 and Erich Waxenberger called me,' recalls Jonathan Ashman, who worked at M-B UK in Brentford and had previously collaborated with senior Mercedes engineer Erich Waxenberger on SLC rally cars. 'I knew he was working on a rally car to replace the lightweight works SLC. It was going to be a Group B rally car - no more V8s, instead a four cylinder engine - but for more power it needed a 16-valve cylinder head. Erich contacted me thinking the UK was the most likely source for designing and building the heads. This was all highly secret. I gave him a list of three companies but the one that stood out was Cosworth, not least because of its Formula One success. Waxenberger visited Cosworth and it got the contract. He had to order a certain number for homologation purposes and knowing him he'd have ordered a lot. Money wasn't the remotest importance for Erich.' Indeed, the late engineer's previous pet projects had included the 300SEL 6.3 road car and later 6.9-litre 'Rote Sau' (Red Pig) racer, thus casting the mould of the super-saloon.

'In 1981 the rally project was cancelled. The Group B regs were changing in 1982, leading to cars that didn't fit the Mercedes image, or technical capabilities, but of course suiting Audi's 4wd turbocharged coupé. Mercedes wouldn't involve itself in a side of motor sport it didn't have a good chance of winning.'

In any case the cylinder heads from Cosworth were duly delivered, and ended up being put into 190s with 2.3-litre engines. Jonathan explains, 'I didn't know about this until Gert Lepler, who worked for Waxenberger, invited me to Stuttgart in early 1982 saying, 'There's something I'd like you to see.' When I arrived Lepler

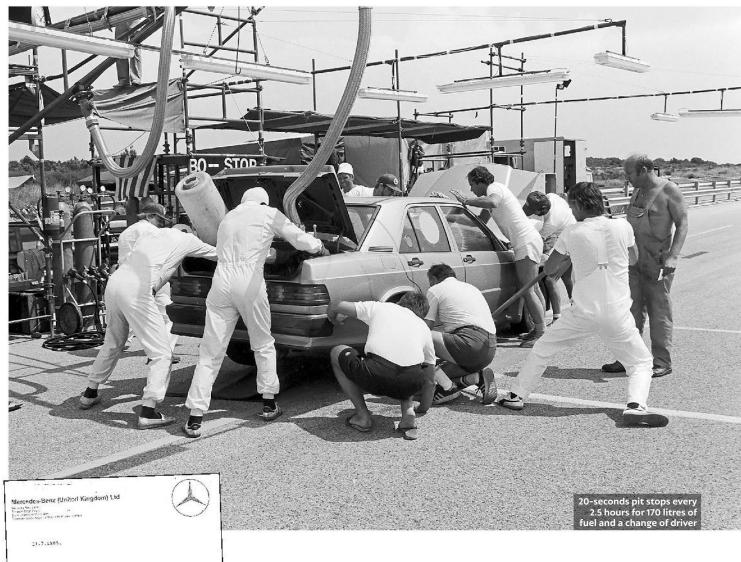
suggested I drive a silver manual 190E on the Stuttgart test track; normally only factory employees were allowed to drive on the banked circuit. As soon as we set off the torque from 1500rpm onwards told me this was a different car, very quick, not like the 122bhp 190E. At this point Lepler told me it was a 2.3-litre prototype using the 16v head. My assumption is that it was pushing out way more horsepower than the eventual production version's 185bhp. This thing really flew, fantastic. My recollection is it didn't have the Getrag gearbox with the dogleg shift pattern found on production models. I think it was the normal five-speed unit.'

Nearly a year later came another call from Stuttgart. 'It was one of the engineers – by now the 16v was in lhd production, but there was problem with the exhaust on rhd versions. When they tried to fit the system it was fouling the steering gear. The solution was a redesigned exhaust system, albeit by Mercedes and not Cosworth. The rhd exhaust looks horrible, and is much less efficient. They never told me how much that compromised the power output. Overall, the 16v 190E was a great car though. In August 1983 three lhd cars ran non-stop, apart from fuel and driver changes, for 202 hours to demonstrate the 16v's reliability, covering 31,000 miles at the Nardò Test Track in Italy.'

Jonathan says motor sport was becoming relevant for Mercedes in marketing. 'A new sporting role was needed for the

'As soon as we set off the torque told me this was a different car, very quick'





Dear M: Broom.

The story of the story as a story of the story of the

190 2.3-16v. Maybe a sign of things to come was the Race of Champions in August 1984. To celebrate the opening of the Neue Nürburgring Mercedes-Benz organised a race between 20 16vs, enlisting only F1 drivers. These included the likes of Stirling

Moss, James Hunt and a rookie Ayrton Senna, the latter chosen to stand in for Emerson Fittipaldi. Although Senna won, my then-neighbour Alan Jones, who was taking part, told me the secret of his fast getaway off the line. The track was damp and Alan cannily selected second gear for the start thereby avoiding wheel spin which all the other drivers were experiencing in first gear. Unfortunately quite soon in the race he had to retire the car with overheating problems.'

Another man who went racing with the 16v is Ken Waddy. 'After I left Mercedes UK I joined Swinford Motors of Stourbridge as aftersales manager. One of our customers, amateur racer Roger Eccles, wanted a 16v which at the time wasn't available in the UK. His plan was to enter the new Uniroyal Production Car series, having become disillusioned with campaigning

his Porsche in Production Sports Car racing. Because of my previous connection with M-B UK, especially Jonathan Ashman, we got a special order placed in mid-1984. Production delays meant it wasn't until February 1985 that Roger and I collected the car from Stuttgart; by this point we had agreed that I would become race team manager in addition to my day job. Swinford sponsored Roger's car in terms of maintenance and preparation.

'The car was in Blue-Black Metallic and we kept that colour, a lhd model totally standard for racing in Group N. Mercedes gave me the homologation papers which, amongst other things, contained details on engine tolerances. This enabled us to rebuild the engine to precise factory tolerances, theoretically getting the optimum performance. At this point we were the only people campaigning the 16v in Group N. Other teams were racing on the continent but in Group A which is very different.

'Within Group N a few items could be changed. For example dampers and springs were stiffer and lower, which was allowed as long as they fitted without the need to modify the car. In turn the lower ride height meant we could alter castor angles to achieve optimum grip. The hydraulic self levelling suspension was jettisoned; it's only relevant on a fully laden road car. However when it came to tyres they had to have tread on them, not slicks. We kept within regulations by shaving the tread on the factory-fitted Pirellis to within two to three millimetres of it being a slick tyre. The benefit is less flex in the tyre, making for more direct steering, better braking and less wheel-spin.

'Although Group N is for production cars, the fact is a standard road car cannot be raced because the suspension and tyres are not up to it. For safety a racing seat plus a full harness seatbelt is









necessary along with a roll cage – this could only be bolted to the car, not welded or in any way adding to the torsional stiffness. Being competitive in Group N is all in preparing the cars and the setup. Racing 16vs were lhd because they had the Cosworth exhaust giving more power.

'At that time Escort RS Turbos were winning everything and

Ford wanted to keep it that way. Ford tried to get the FIA to ban the 16v, claiming it wasn't properly homologated as a passenger car.' Ken wasn't impressed. 'In the early days only a few 16vs were imported and this was the aspect Ford wanted to exploit; it succeeded initially, which kept us out of two races. M-B UK arranged for us to get two cars race approved for racing by the RAC in July 1985 - I still have the letter.' With homologation status approved, the 16v could now race in the UK.

Ken describes the first race and a near-fatal flaw, 'It was the Willhire endurance at Snetterton. Surprisingly the Mercedes was quick out of the box and Ford was terrified about that. However, our concern was competitors using the same car, notably Carroll's Transport with its driver Martin Carroll. Originally Martin was to drive our car but at the last minute he got his own 16v and drivers. Sportingly we allowed him to copy our race setup, which was based on advice from Mercedes. Actually Carrolls understood a premature brake wear problem before we did. By the time we recognised it the rear brakes



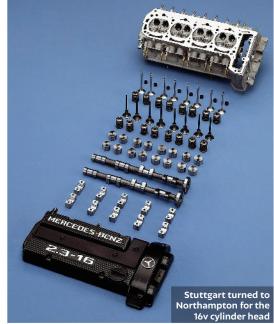
## 'We kept within regs by shaving the tread on the factory-fitted Pirellis'

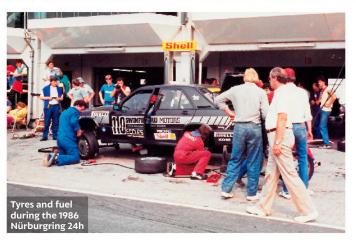
KEN WADDY, SWINFORD MOTORS RACE TEAM MANAGER

were so damaged we had to take discs and calipers off a 190 in the car park and fit them to the race car. That dropped us down from 4th to 30th. Ultimately we finished 7th. If it wasn't for the homologation issue making us miss the first two races of the series we would have spotted the brake issue. For later races we had Girling race hardened pads. At the end of the season the engine was stripped down revealing hardly any wear - that's impressive. We wondered whether we needed to blueprint the engine because it was so good.'

Ex-Formula 1 driver Mike Wilds takes up the story of the 1985 Willhire 24 Hours. 'I was friendly with Martin Carroll during my time at Firestone's Racing Division. He was entering a Mercedes 190-16v and needed drivers. I was keen to do it because I wanted to get into endurance racing. It's amazing to think I did no testing and went straight into the race. This is the only time I ever raced a 190. It was excellent; it handled well and the engine was as sweet as a nut. I've never been the greatest racing driver in the world but I'm versatile. If you put me in a Formula 1 car I









can drive it well but not like Senna, GT cars, touring cars I can drive well enough to keep me in a job. So jumping in the lhd Mercedes with the right-hand gearchange was easy because my single seater experience, from F1 to Formula 5000, all involved right-hand gear changes.' Production cars in endurance racing were allowed a long range fuel tank. Mike found it hard work. 'We could stay out for about three hours but the fuel load meant the car was very heavy at the rear until the fuel started to burn off. This made the car oversteer quite a lot but generally it had a good balance. One problem was we didn't have racing brake pads. Consequently at every pit stop we had to change the pads which took time. Otherwise I think we could have won comfortably. As it was the race went to a Ford Capri 2.8i.

Martin Carroll hadn't acquired the vehicle until shortly before the race weekend, so it was all last minute preparation – pretty much a showroom car with a fire extinguisher and the necessary safety equipment. 'It was astounding that a new car could be that reliable, that quick and to enter a 24 hour motor race finishing second. Our biggest competitor was the Ford Capri, it was powerful with good torque from the V6 engine. To be honest, torque is king in race cars, at least for me. The Mercedes was very powerful for what it was, but you had to rev it to make it work, to realise its torque. But if you have a bigger engine with a lot of low-down torque it helps you with gear ratios giving you a good exit from slow and medium speed corners. Those larger engines would pull from nothing. The Mercedes, lacking those few extra ccs, was a little compromised. However it had great balance and I found I could corner quicker than most others, it just lacked that push out of the corner.

'We were very competitive in overall lap times but in endurance racing the key is to keep out of the pits as much as possible. Yet here we were having to change four sets of brake pads at every stop. A huge disadvantage. We had to drive the car being mindful of the brakes while running the car heavy with fuel to do the longest stints we could possibly do. So at the beginning of every stint we had to be careful with the brakes and make them last as long as possible. They just couldn't cope with the heat and the duration of the race. We changed tyres at every pit stop, they were then inspected and if they were OK we would put them on again later. It was a safety thing. Luckily the race was in the dry, a little fog through the night but that's all. At the pre-race briefing we decided in which order we would

drive. I remember both day and night stints but not in what order. Theoretically you could have nine hours' rest between drives.'

Mike explains that endurance racing is approached a little differently to a race of say 60 minutes duration. 'Bearing in mind the brake issue there was none of the diving down the inside of someone using a



'It had great balance and I found I could corner quicker than most others'

MIKE WILDS. FORMER F1 AND MERCEDES 190E RACER

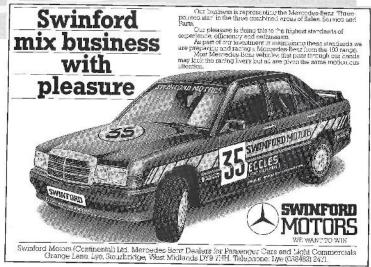


helluva lot of brakes. You were really doing your own thing but if you were catching the leader or someone was catching you then you had to up your game. It's possible to drive quickly but still with mechanical sympathy. So I wouldn't brake incredibly late; I'd apply them early to save a bit of pad wear and commit the car slightly off throttle, letting it roll in before getting back on the power. So it was a matter of just changing your style and staying off the kerbs because you don't want to cause stress on the wheel bearings. Endurance racing back then required a lot of thought, it wasn't just bashing round.'

Mike found the dog-leg five-speed with its racing H-gate suited his style. 'As I approached a corner I would heel and toe to use some engine braking. However, under braking a fair percentage of the car's weight is transferred to the front and the risk is then locking up the rear wheels. So while you're on the brakes just blipping the throttle to equalise the rpm between the engine and the gearbox there is no likelihood of locking up the rear by dropping the clutch too quickly. It's all about trying to keep the car in balance and this was an easy car to drive.'

Back to Ken, who treasures his memories of the 190E. 'Swinfords had to relinquish their involvement in racing after 1986; it was too expensive and not enough payback. But it was one of the highlights of my career. We had great races in Europe, notably the Nürburgring 24 Hours. Of course the 190-16v went on to great success with the Evo 1 the Evo 2 achieving fame in DTM touring cars. However, because only 502 of each were produced for homologation, they're rare beasts.'

It's something of a miracle they exist at all, given the challenges the bloodline faced early on. But in overcoming them, the 16v 190E not only gave its manufacturer a dynamic new image and allowed a young Senna to shine – it also kickstarted another golden era of Mercedes in motor sport.







# Ford Anglia 105/123E

Cult appeal means these are a safe place for your money – but prices are rising

Words RICHARD DREDGE Photography JOHN COLLEY

ver since a magic Anglia 105E flew across the screen in 2002's *Harry Potter and the Chamber of Secrets*, Ford's 'baby Thunderbird' has been transformed from charming old saloon to decent investment. Fully-restored 'Harry Potter-spec' Anglias are routinely advertised for five-figure sums. However, they're still affordable and slicker to drive than rear-drive contemporary, the Triumph Herald. Choose one of the more practical estates and you might find a bargain, such is the attraction of the saloon's distinctive reverse-rake rear windscreen.

Prices are on the up elsewhere in the Anglia range, but this means pitfalls – superficially shiny cars can hide horrors beneath. To find out how to buy a great Anglia, we spoke to John Reed of KMJ Restorations, Mike Wood of Old Ford Auto Services, and Ford specialist Tom Deville of restorer and race-preparer Team Deville to get the latest advice.

#### Which is which?

- ▶ The Anglia 105E was launched in 1959 in Standard and De Luxe forms, both with a 997cc engine.
- The 307E van was introduced in 1961. From that

#### What to pay

▶ Roadworthy Anglia estates start at around the £3000 mark, especially in De Luxe specification. Ironically, basic estates are worth saloon money because they're extremely scarce nowadays.

▶ The best saloons are currently fetching between £5000 and £8000.

▶ Thanks to the
Harry Potter effect,
big money awaits
properly restored
examples – up to
£12,000 for saloons.
▶ Oddly enough,
the biggest money
is reserved for vans
because of their
promotional appeal

£15k for the best.

point there was also a Ford-built Anglia estate.

▶ The Anglia 1200 arrived in 1962, designated 123E and with an 1198cc engine; the same powerplant was then offered in the van and estate. The Anglia Super was introduced with a 1.2-litre engine as standard, along with bigger brakes and improved interior trim. ▶ The squared-off Anglia Torino was launched at the 1964 Turin Salon, for the continental market. The Escort replaced the Anglia for 1968,

### **Bodywork**

Rust has claimed most Anglias, so check everywhere for corrosion or filler. Start with obvious places like sills, wheelarches, valances and inner wings, along with A-posts and MacPherson strut tops. Also check floorpans, rear spring hangers and jacking points, plus door bottoms and around the headlights.

The middle of the door skin rusts from the inside, where there's a water-absorbing foam patch that's part of the window mechanism. Also expect corrosion in the double-skinned edges of the leading edge of the bonnet and the bootlid's trailing edge. Same goes for the lower sections of the rear quarter panels, especially if the boot seals have leaked.



Windscreen seals harden then let water in, but new ones can be had via the club at £52 apiece. Triplex made a batch of laminated screens for the Harry Potter film cars, with far more being made than were needed, and they still filter onto the market.

All panels except the roof are available on a repro basis, but costs can be high. A new bootlid in steel costs £936, for example, whereas a rear wheelarch repair section is £132. Pricing up a full professional body restoration is tricky, because it depends on the severity of the rot. Each lower bodywork section costs between £130-200 per panel, with around £250-worth of labour involved in welding each section – and that's before priming and repainting. A few small bits can soon mount up into a larger project, given rot's propensity to spread in an Anglia.

### **Engine**

The 997cc Kent unit will easily take 100,000 miles in its stride, but the 1200 motor is usually knocking by the time 40,000-50,000 miles have been notched up; it's because the flywheel is too heavy, which puts strain on the crankshaft bearings. The 997cc engine far tougher – with modifications, it can rev

to 10,000rpm and can produce in excess of 100bhp. What kills these engines is lots of short journeys and lack of use. The valve springs can break, although replacements are fitted easily enough without the engine and cylinder head having to be separated.

You can also expect fumes to be emitted from the oil breather. The Kent engine is simple and easily rebuilt; you can do it yourself for £300-£600 or so, depending on how much needs to be done. Get a specialist to carry out the job and you can expect to pay mote like £800-£1000.

Early engines had a hollow crankshaft, so they sound different – but they're strong. Because these crankshafts are lighter than the solid items that were fitted from 1961, engines fitted with one are more free-revving. Timing chains wear on any Anglia engine, but you can buy a new chain and tensioner for just £22 from the club; this will probably transform noise levels.

Anglia engines seem to run on unleaded quite happily without signs of valve seat recession, although it can still be worth fitting hardened valve inserts if you're rebuilding the engine. At first the Anglia was fitted with a single Solex carburettor, Curiously, production numbers and attrition rates have combined to make estates and vans as sought-after as the saloons



although later examples received a Ford item. The latter can be unreliable, so most owners fit a Solex.

#### **Gearbox**

Gearboxes are indestructible, although synchromesh rings wear. Whereas the 105E has no synchromesh on first gear, the 123E has it on all ratios. The two are interchangeable, but you need to switch propshafts at the same time, because the later gearbox is longer than its predecessor. If a gearbox rebuild is required, everything is available. While you're at it, it's worth fitting 2000E internals to raise the gearing, although you can't fit the whole gearbox because the original casing has to be retained. Whichever method you choose, expect to pay £2000 for parts and a further £500 getting them fitted.

#### Running gear

Check for any shimmying felt through the steering, which usually indicates tracking that's out of true. This is easy enough to fix, but the same symptoms can also point to worn front suspension struts. The fitment of crossply tyres can also give the same symptoms, so swapping to radials can fix things. Vague handling may also point to a steering box that needs adjusting or rebuilding; the latter is rarely necessary though, because there are enough decent

used boxes to go round. Kits are available to convert to rack-and-pinion steering (£860 from Milton Racing) but a well-maintained box works fine.

All Anglias had drum brakes front and rear, with the 1200 given larger items. Fitting a remote servo is popular and converting to discs is possible front and rear, but few owners bother with the latter; Milton Racing sells kits. The suspension consists of MacPherson struts up front and lever-arm dampers at the back; the latter are often swapped for telescopic dampers, which entails welding a bracket onto the axle casing. Each model (saloon, estate, van) has a different lever-arm design and they are not interchangeable.

### Trim

Brightwork can be hard to find – especially the front bumper, which is also used by both the Lotus Elan +2 and Europa. As a result, when good-condition parts crop up, prices tend to be high because of demand from Lotus owners. The interior trim tends to last well, but it can get damaged or wear eventually.

You won't find any new original trim, but Aldridge Trimming can provide new carpet sets (£206), seat covers (£294-£367), and interior trim panels (£175-£294), while headlinings cost £166-£202. Carpet sets are also available from Coverdale (carcarpets.co.uk)



at £170-£273. Front and rear windscreen seals are available through the club and cost £52 apiece.

Standard and De Luxe Anglias came with a rubberised floor covering which goes brittle and is usually replaced with carpet. As a result, goodcondition original rubber floor coverings are sought after because they're not available as reproductions.

#### **Electrics**

All Anglias came with a dynamo which works fine, although it's not difficult to convert to an alternator - usually by taking one from a Ford Fiesta, complete with its mounting brackets. It's getting harder and harder to find suitable parts now, however, because most suitable Fiestas have long since disappeared.

The headlights are seven-inch sealed beam units, so they're easy to source - as are halogen conversions. All of the lighting is reliable and easy to find; the same goes for the instruments and switchgear, while new looms are available off the shelf for £260 from Autosparks. The only problem you're likely to encounter is dirty contacts in the switchgear, but these are easily cleaned up. It's also worth checking the condition of the interior light, because these go brittle. The part is shared with the Cortina MkI - but that doesn't help, because there aren't enough lights to meet demand.

The reverse-rake windscreen is probably the Anglia's most distinctive feature and if it leaks, you can still get seals through the owners' club

#### Owning a Ford Anglia



#### Adrian Hall

In 2003 Adrian bought the Anglia pictured. He says, 'I wanted an Anglia to take historic racing but this car was too good for that, so I kept it just

for road use. A couple of years later I still wanted to get into motor sport, so I went out and ended up buying another Anglia - this time a van, so I still haven't been racing.

'Speaking of motor sport, tuning the 105E's engine generally isn't worthwhile; you're better off fitting a bigger Kent unit, such as a 1.5-litre. Using this as your start point, you can achieve 100bhp with the right camshaft, carburation and some cylinder head work; twin Webers on a 1.5-litre engine can realise more than 110bhp.

'The Anglia came with a 4.1:1 back axle ratio as standard (vans and estates were 4.4:1), but if you want more relaxed cruising (at the expense of acceleration) you can raise the gearing by fitting a differential from a Corsair, Capri, Escort or Cortina which also featured 3.7:1 and 3.9:1 options. You can go as far as a 3.5:1 ratio from an Escort MkII RS2000 or Ghia, although the Anglia casing must be retained.

'To increase the stopping power, Team Deville offers a bolt-on disc conversion with modern struts. The Wilwood kit includes a pair of replacement struts complete with hubs, discs and calipers; you can upgrade the rears too.'



#### **Ken Braddon**

Ken is the 105E Owners' Club's technical advisor and has been around Anglias since the car was launched in 1959. Back then, he was the workshop foreman for Exeter-based Ford dealer Devon Motors. 'I currently own 12 Anglias, but have owned more

than 40 in my life,' he says. 'Over the years I've undertaken lots of mechanical restorations and recommissioning including a Martin Walter pick-up replica, because none of the originals have survived. I've used Anglias as my daily transport since the early Sixties - and I still do.

The owners' club has a comprehensive spares scheme which can supply most bits such as body panels (through Ex-Pressed Steel panels with a 10% discount), while the trim comes from Aldridge Trimming and there are discount arrangements with other key suppliers. There's not much that's unavailable on a new or used basis; bumpers are now being remanufactured and fuel tanks are now available again. Just bear in mind that some bits are made in batches, so you may have to wait for them to come back into stock."

#### Sponsored by Carole Nash Insurance



Peter McIlvenny of specialist classic car insurer Carole Nash says: 'The Anglia is special because its popularity spans generations, which has probably been helped by a certain boy wizard - if you

don't know who I mean, ask your kids or grandchildren. As with most British classics, rust is the biggest problem, but spares and support is plentiful, so if you have the time or money anything is possible. There are some great modified examples, as you would expect - but if you're looking for a top-end original, then £14k would be plenty. That said, you will find some great examples for less than £10k. Anglia values may not increase massively over the next ten years, but if they're looked after and regularly serviced they don't cost too much to run and will give you a lot of fun.'

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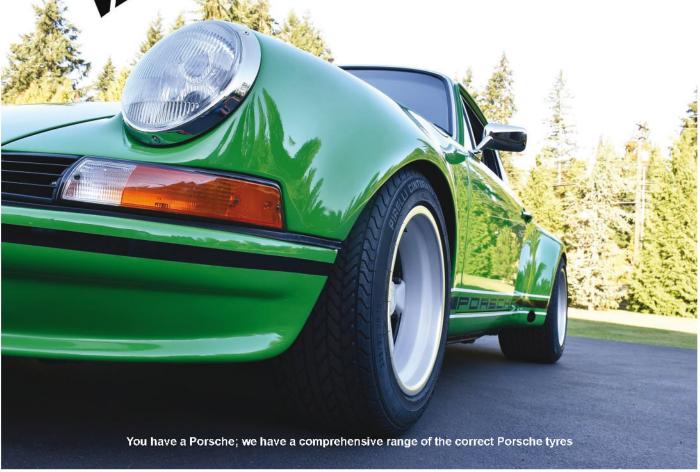
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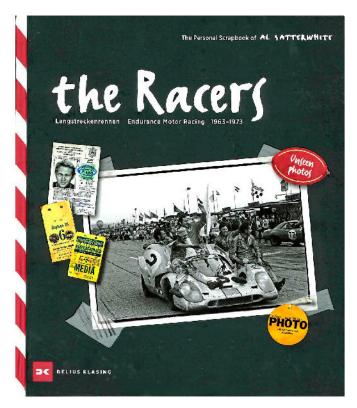


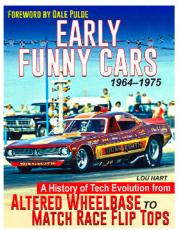
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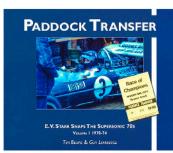












## The Racers

### By Al Satterwhite, £75, delius-klasing.de, ISBN 978 3 667 11856 1

Subheaded *The personal scrapbook of Al Satterwhite and Endurance motor racing 1963-1973*, this is a large-format pictorial essay by one of America's most prolific motor sport photographers, covering a period during which sports car racing evolved beyond all recognition. The effect is that of sitting with Satterwhite in his archive, as he digs out distinctive moment-in-time shots and recalls the races and circumstances in which they were taken.

Over the years we see road-car-based racers increasingly give way to rapidly-evolving Can-Am monsters, amateurish attempts at publicity usurped by corporate glitz, and the names behind the wheels get bigger. But Satterwhite's determination to shoot the truth – and by his own admission it sometimes resulted in getting injured – means oily, unglamorous, sometimes desolate-looking reality is never far away. Be it petrol-streaked pit stops or spectators aloft on their cherry-picker in the infield car park, *The Racers* is a vivid snapshot of a sport in a state of breakneck development. Fascinating.

#### Early Funny Cars 1964-1975

## By Lou Hart, £36, cartechbooks.com, ISBN 9781613256985

If you're remotely interested in the history of US motor sport, you'll be drawn in by Hart's engrossing stories of how the war between Detroit's 'big three' in the Sixties led to a new kind of drag-racing muscle car – one that wasn't even road legal.

Hart alights on the key cars and drivers of the era – many of whom contribute personally – but it's the big changes in the motor sport landscape that make for the most intriguing tales in this large softback book. The new 'experimental' category created by the National Hot Rod Association purely to circumvent General Motors' ban on factory competition cars, the origins of the Dodge Charger, or the brief moment when NASCAR went drag racing, for example.

It's also neatly illustrated with as many candid behind-the-scenes photos, a revealing, almost wistful portrait of America at both the height and end of the muscle car era.

### Paddock Transfer

#### By Tim Beavis & Guy Loveridge, £40, Douglas Loveridge Publications, chaters.co.uk, ISBN 9781900113182

Following on from Beavis' first book, Admission 7'6, this new work once again delves into the unseen archive of motor sport photographer Edgar Vernon 'EV' Starr. Here, his lens follows mainly single-seater racers around the UK and Europe from 1970-74.

Each photograph is annotated, and it's an immersive experience as Starr switches between glamorous action shots of heroes like Denny Hulme on track, and more offhand eclectica. An unknown James Hunt blasts around Silverstone for Hesketh in Formula Two. Formulas One and 5000 meet in non-championship races, and experimental modified thoroughbreds take to the slopes at Prescott.

Starr also captures what could have been the start of the classic car movement – Mercedes wheels out its Silver Arrows for a demonstration event and JCB sponsors an early historic race meeting. Totally absorbing.

#### MORE TO ENJOY

#### Citroën Cars 1934 to 1986

By Julian Parish, £19.99, veloce.co.uk Quite why Parish decided to end this compact but remarkably comprehensive, well-illustrated and great value history of Citroën so abruptly in 1986, mid-BX/Visarun, is something of a mystery that's never explained. However, it's full of fascinating facts and graphics including dashboard layouts, and is written with great enthusiasm. Recommended.

#### **Britain's Motorways**

By M. Chatterton, £15.99, amberley-books.com Looks like a contender for Nerdiest Book of the Year, and reads like it initially (Chatterton visited every motorway in Britain to write it). But before long you're curious about numbering systems, the longest, shortest and narrowest motorways, motorways that don't exist any more and so on. It's more interesting than it has any right to be.

All these books are available from Chater's, many with discounts. To find out more go to chaters.co.uk



## 1:43-scale Aston Martin V8 'RHAM001'

Tecnomodel, £109.99
Scalextric beat Tecnomodel to market with an Eighties racing V8, but this one captures the moment when Aston returned to Le Mans after 20 years. This little resin has pure racer detail, with taped-up windows, plumbed-in fire extinguishers, and engine parts visible through the bonnet grille. Lovely.



#### 1:18-scale McLaren M8A

Tecnomodel, £259.99
It's expensive, but this big resin
Can-Am car is gobsmacking to
look at – from wild induction
trumpets to subtle touches
like the 1968 Road America
scrutineering sticker. The interior
is dazzling, with a fully-stocked
dashboard, canvas seatbelt
and exposed gear



The high-contrast cream against the dark green really lifts this little resin vision of 'what might have been' for Jensen. Its chunky, brutish shape is perfectly captured, but it's the interior that you keep staring at, with its highly discernible dials and riot of material colours.



#### 1:18-scale Ford Escort RS2000 MkII MCG, £72.99

This sealed-body diecast is a real heavyweight. Its detailing is sharp enough and the price isn't silly, but it leaves you wanting more – some texture to its vinyl roof and the headrest webbing in the famous 'fishnet' Recaro seats, for example. There's a lovely paint and decal finish though, and the wheels are perfect.



## It's show time!

### 1954 Morris Minor SII

Owned by Russ Smith Time owned Ten months Latest/total costs £100/£779.60 Latest/total mileage 210/18,027 Previously Dealt with squeaking brakes

he day didn't start well. We'd barely got up to cruising speed on the A14 and were just passing Cambridge Services when a clunk and fast-fading clatter announced the departure of the driver's door mirror. I know my Minor has something of a Mod's scooter-style surfeit of mirrors, but those on the front wings are more for decorative than reflecting useful information purposes. The serious stuff is done with the close-by door ones, which is why so many Minor owners fit them, clamped to the glass of the quarterlight. I could only hope there would be a suitable replacement to be found in the autojumble later that day.

The trip was an important one. This was the first Morris Minor Owners Club National Rally I'd attended since the 1996 event at Knebworth, which I'd actually attended in my Ford Model A hot-rod and came home with the 'Special Interest'

trophy – the only pot it ever won. This time Kelmarsh Hall in Northants, with its fine gardens, was the venue. No trophies were sought (or won) this time; the day was about meeting old friends and getting back into

the swing of these well-run events, at which I was a regular 30-40 years ago. I was amazed how many of the same faces were there. It felt like coming home.

upgrade jigsa

One face I knew I'd see was that of Ben Coleman, an old friend who used to write for the Bauer classic titles and is now at the National Motor Museum, Beaulieu. Ben owns a similar mildly modified Series II Minor to mine (third along from it in the photo) and had something interesting to sell me. It was a 1.5in SU HIF38 carburettor, just the thing to breathe a little extra into the Cooper cylinder head I bought for the engine a few months ago. Ben had rebuilt it, with the correct metering needle for such purposes, but had then taken a different route to extra power. I was very happy to hand him £100 for it. Just a few more bits and pieces to source, then I am looking forward to some fruitful fun and games in the garage over the coming winter. With

luck the Minor should emerge with about 25% more power and some taller gearing to make the most of it.

Sadly, I had less luck trawling the extensive Minor-themed autojumble for mirrors. I'd hoped to find a match for the stylish period piece, but there was nothing even remotely similar – just even older-style repro items more suited to the Model A mentioned earlier. I'll keep searching, but for now have swapped over the one from the passenger side. And made sure its fixings are tight.

The 53 miles back down the A14 to Cambridge were thankfully uneventful, the Minor not missing a beat sat at a comfortable 62mph. We shared the journey with a friendly contingent of four Dutch Minors, heading for their ferry home. Next year's event, celebrating the Minor's 75th anniversary, will be a fair bit further afield, at Blenheim Palace. That extra oomph will come in handy.

## Legal at last

#### 1988 Citroën 2CV Special

**Owned by** Quentin Willson (c/o classic.cars@bauermedia.co.uk)

Time owned 13 months Latest/total mileage 4/70,343 Latest/total costs £743/£4702

**Previously** Retrimmed the rear seats and painted the wings

y pandemic project is on the final furlong. I know you've heard this many times before but refreshing my 1988 2CV turned into a bit of an epic. But, in my defence, apart from having professional help welding in a new boot floor and passenger and driver footwells, I did the rest at home during lockdown evenings. I'm still not sure exactly why I carried this particular cross to Calvary, but when I anxiously walked into Knights Auto Centre in Stratford upon Avon - expecting a furlong of MoT failure points - but was instead presented with a precious pass certificate, I could have wept for joy. My quixotic journey has involved fitting and painting four new wings, new boot lid, front and rear bumpers, new wheels, new exhaust, starter, fuel pump, coil, leads, plugs, fuel filter, headlamp bowls, changing the oils, re-covering the passenger and rear seats, and half a hundred other fixes. She now looks and runs very nicely. And no, I wouldn't do it again.

The point of all this, I keep trying to convince myself, was to prove that with some simple mechanical skills (and a very simple car), you can do a minor restoration cheaply at home - cheaply being a very loose term. But if I'm honest it was a lifetime affection for 2CVs that made me rescue BNB from being bodged and patched up like so many others. Back in the Nineties I owned twenty in a row, knew them inside out, drove them to France (a three-day odyssey) and sold them to smiley CND-supporting women in kaftans and clogs. A simpler, pre-digital age when everything felt safe, solid, and unquestionable. But 30 years ago, those

late-Eighties 2CVs weren't corroding as badly as they are now, and even though BNB had been rustproofed from new, I still found crumbling holes in the floors, seat belt mounts, sills, and toe board. The 2CV Shop was marvellous and supplied a range of repair panels, but I shudder to think what state BNB would have been in had all that sticky black Dinitrol not been injected into all her important little places. Scrapped, probably.

All that needs to be done now (I keep saying this) is to re-cover and re-spring

the driver's seat, paint the newly welded floors and refit the floor mats. She could also do with fresh dampers, the passenger door has rust along the bottom edge and there's a blister under one of the rear side windows, which will mean taking the rubber and glass out to make good. These jobs I can do as I drive and enjoy BNB, which, because of poor organisation

on my part, has yet to happen. I left for a holiday in France the day after she got her ticket. So, as I write this from near Bordeaux, I'm frustrated to watch local 2CVs scuttling round, roofs open, basking in the current French heatwave. One vital task is to reunite BNB with her first owner, Paul Teasdale, who generously sent me several detailed emails chronicling her early life. After that I'll take her back to her second owner of 26 years. Then her life story will be complete. And you don't need to remind me – yes, I need therapy.

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## 1970 Jensen FF MkII £80,000

Jensen's groundbreaker rarely comes up for sale, so this wellsorted example should be snapped up, Sam Dawson reckons

or a car that gets talked about so often – it was the first with antilock brakes and the world's first four-wheel drive performance car – Jensen FFs rarely come up for sale, which makes this one a pleasant surprise. Its excellent condition and apparently sorted mechanicals belie the model's reputation for unreliability too.

Bodily, it's excellent, its white paint shows an even shine and consistent finish on smooth coachwork all round. We found a tiny rust bubble in front of the passenger-side front wheelarch, along with some orange-peel paint along the scuttle, a little crack in the finish above the driver's-side front wheelarch and a dent in the bonnet scoop's chrome trim, but otherwise it's perfect, and easily sorted with localised repairs if you wanted it looking unmarked.

It wears different tyres front and rear, although this is a contentious point for FFs because available sizes for its differently-sized wheels are hard to come by. The Grand Am Radials on the front are worn, though not in imminent danger of needing replacing, while the General Grabbers at the back are nearly new but

a third, spare Grabber, kept in the boot, won't fit the spare wheel well.

Inside it's patinated but solid. There's a crack in the dash ahead of the passenger, and the seat leather is covered in cracks and creases although they've been treated with hide feed to keep them supple and reduce the risk of splitting.

The big 6.2-litre Chrysler V8 fires immediately at the turn of the key, idles with an expectedly lumpy off-beat, and pulls smoothly. If you've never driven an FF before, a turn behind the wheel delivers a surprise. Despite being a big Seventies GT it turns in like a hot hatch thanks to the driven front wheels, keeping its bulk impressively in check through the bends, although the early power steering lacks feel. The way this car handles is also testament to a 2017 mechanical restoration - there's no wallow in its gait or clonks from the suspension, even during hard cornering. Those famous early ABS brakes need a surprisingly firm shove to stop the car, but they draw it up straight with no wandering or fading.

The oil pressure looks healthy; 50psi at idle, 75 under load. But several other gauges – rev counter, temperature and fuel – weren't working on our test drive.

However, the vendor assures us they will be repaired before sale. There were no signs of overheating, despite our test taking place in the middle of a heatwave.

This car's service history is both reassuring and entertaining. It was in the US from 1998-2005, so the mileage on the MoT certificates – continuous since 2008 - can't be verified. However, it underwent a comprehensive restoration with Steve Banks in Spain in 2017. The early service history reads like a comedy of errors, with back-and-forth letters between Jensen and the car's first owner complaining about everything from squeaks, rattles and leaks to the fact that the owners' manual supplied was in Italian. A well-sorted machine with a story to tell.

#### **CHOOSE YOUR JENSEN FF**

- ▶ The first Jensen FF was built in 1965, combining Ferguson four-wheel drive and anti-lock brakes with a Chrysler V8 in the glassfibre-bodied CV-8. Despite being launched at the Earls Court show with sales brochures, it never went into production.
- ▶ Instead, the hardware was inserted into a production car based on the new Jensen Interceptor in 1966. Outward detail differences over the Interceptor were a longer bonnet with a raised centre section around the headlights, and two air-extractor vents per front wing instead of one.
- ▶ MkII update followed in 1970 with restyled interior and power up to 330bhp from 325. Discontinued with no replacement in 1971.

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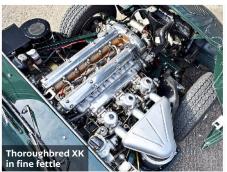


1970 Jensen FF MkII

**Price** £80,000 **Contact** Classicmobilia, Milton Keynes (*classicmobilia.com*, 01908 270672) **Engine** 6277cc, ohv V8, four-choke carburettor **Power** 330bhp @ 4600rpm **Torque** 425lb ft @ 2800rpm **Top speed** 141mph **0-60mph** 8.1sec **Fuel consumption** 14mpg **Length** 4606mm **Width** 1798mm







## Jaguar E-type 4.2 coupé £129,995

It may sound like a cliché, John-Joe Vollans admits, but this 1965 4.2-litre Jaguar E-type feels like the best car in the world

he E-type is one of those classics that's often a lot nicer to look at than drive - lesser examples feeling cumbersome, lethargic or even fragile, though nothing could be further from the truth here. The triple SU-equipped, 4.2-litre XK engine barks into life with a push of the dashmounted starter button. Its roar emits a pleasant race-car-like soundtrack without sounding yobbish. The steering is a bit heavy at low speed, because of this car's set-up for faster use, which it excels at. Once on the go, that engine really backs up the promise of its custom straightthrough exhaust. Bags of power, accessed from within the lower sweep of the rev counter, matches steering that becomes light and precise. The V12 brakes prove strong yet progressive.

Despite being restored back in 2007, this Jag is still looking very smart indeed. In fact, the exterior is effectively free from blemishes. We did spy a tiny dent to the offside rear wing just aft of the wheel, though this is hardly noticeable. The rest of the panels are in excellent order, with exceptionally equal gaps and a mirror-like paint finish. We should point out

that the colour was changed during the restoration – to this lovely shade of Connaught Green – though the V5C still lists its original Primrose Yellow hue. The wire wheels appear excellent and are shod in very good matching Vredestein Sport Classic tyres, their date codes ranging from 2004-10.

The interior is as good as the outside, trimmed by the experts at Suffolk Turley. The headlining appears immaculate, as does the rest of the trim. The only mild blemish detected was to the door cards - both of which have tiny patches of wear as they meet the rear three-quarter trims. The snug fit of the doors is the likely culprit - the driver's side occasionally catches its rubber at the top. All gauges work as intended, although we couldn't get the radio to do the same. Its electric aerial extends as it should and there's a cable for an auxiliary input, but we lacked the appropriate hardware to test the latter. The only other quibbles, in what is an exceptional cabin, were the minor cracks and play in the wood-rimmed steering wheel.

Even before this E-type was subjected to restoration, it had covered just over 50k paperwork-backed miles. Though largely irrelevant in a car that's been so fundamentally rebuilt, it did mean that all original major components could be overhauled and refitted – making this a matching-numbers example. The finish of the underside and engine bay is excellent – the latter looks almost fresh from its restoration, with few marks or stains of any description to be found anywhere.

This E-type is fast and exciting when you want it to be, yet the consideration that's gone into its usability pays dividends when cruising. The exhaust, for example, is acoustically tuned so that it doesn't drone at motorway speeds.

This is one of the best-judged rebuilds we've experienced to date. We've seen shabbier concours entrants.

#### **CHOOSE YOUR JAGUAR E-TYPE SERIES 1**

- ▶ The Jaguar E-type was launched in October 1961, available in two-seater coupé and roadster forms, powered by 3.8-litre XK engines with Moss four-speed gearboxes. The external bonnet catches on the earliest examples were deleted by the end of 1961.
- The 4.2-litre engines with much slicker Jaguar-built gearboxes replaced the 3.8/Moss box combination in 1964.
- ▶ A 2+2 version, complete with folding rear seats, a longer wheelbase and a revised roofline was launched in 1966.
- After 'Series 1.5' interim cars were built without headlamp covers in 1967, the Series 1 was phased out in favour of the Series 2 with larger, repositioned lights in 1968.

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1965 Jaguar E-type Coupé

Price £129,995 Contact RH Classics, Melton Mowbray (01664 840687, rhclassics.co.uk) Engine 4235cc six-cylinder, dohc, three carburettors Power 265bhp @ 5400rpm Torque 275lb ft @ 4000rpm Top speed 146mph 0-60mph 7sec Fuel Consumption 15-20mpg Length 4453mm Width 1657mm

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memory seats, wood /leather steering wheel etc £10,995

MERCEDES-BENZ SLK 350 (R171) 2006: Iridium Silver with Red hide interior.
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MERCEDES-BENZ \$L320 (R129) 1995: Azurite Blue with Mushroom hide interior. Azurite hard-top and navy powered soft-top. 16" alloy wheels. Supplying agent's MD plus four private owners. 40,000 miles only from new. Air conditioning electric heated front seats, rear seats, and other usual refinements. Sold by ourselves to the last two owners.

MERCEDES-BENZ CLK280 AMG SPORT CABRIOLET (A209) 2006: Tellurite silver with AMG body styling kit. Black/Basalt grey hide interior. Dark blue soft-top. 18" AMG 5-spoke alloy wheels. Aluminium dash trim. 7-speed gearbox. Air conditioning, keyless-go and a host of other features. Three previous owners. 42,000 miles only from new. £9,995

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1998 Aston Martin V9 Volante LWB finished in Peacock blue with Parchment hide interior. 35,000 miles only with a detailed service history. Very few of this model were ever produced. £159,950



1986 Aston Martin V8 Volante (LHD), imported from the USA several years ago and restored by us in 2018. Finished in Chichester Blue with Navy blue hide interior and a New Blue Mohair electric soft top, Manual 5 speed ZF transmission, Ronal Wheels 25,000 miles only, (believed) to be correct.



1998 Aston Martin V8 Coupe finished in Buckingham Green with Tan Hide interior, 37,000 miles only, Just arrived so more information on request £79,950

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## 2003 Porsche 996 Turbo £42,500

This is an essentially faultless example of a very usable supercar being offered for a reasonable price, says tester Sam Dawson

f you've been inspired by our recent celebration of the Porsche 996, this car is a real exemplar of what can be had for fairly reasonable money. It's bang-on the going rate for a decent Turbo, and – bearing in mind that it has the kind of performance that puts it on a par with a 959, packed full of similar race-bred technology – looks like a bargain for what it offers. Rivals are either many magnitudes more expensive or unusably fragile.

Any marks on its smooth, black surface are triflingly minor. The paint is consistent and shiny, the factory-finish 'orange peel' paint on the sills and lack of rust in the wheelarches reassuring. The most noticeable blemish is a spot of lacquer peel on the front bumper, and there are small chips above the driver's-side wheelarches, both front and rear, together with a corresponding chip in the edge of the rear bumper. It's consistent with being tapped by doors in a car park or scraped by rough foliage rather than anything serious though. The Michelin Pilot Sport tyres all-round are so new they still have their rubber bobbles on their sidewalls.

There are some light surface scratches

and water marks on the sill plates, but otherwise the all-black interior is immaculate. Crucially, all the electrics work and there are no traces of dodgy aftermarket immobilisers or alarms. The engine fires without hesitation, and the car pulls away smoothly in Drive without jerking or clonking.

On a twisty B-road, the Porsche's suspension feels nice and taut, which is in keeping with the car's low-but-regularly-used, MoT-certificate-backed 45,000 miles on the clock . The Tiptronic gearbox works as it should – more urgent in manual mode, responding immediately with a press of the thumb-buttons on the steering wheel with a quick gearchange and no slurring. While no slouch in automatic mode, it does hunt a little, and ratio changes take longer. Nothing untoward, though – that's how they're meant to be. This is a proper dual-role car.

The oil pressure looks healthy at an indicated 4.5 bar under load. However, because of a 996 Turbo design foible there's no way of checking the health of the oil itself. There's no dipstick in the clean but unrevealing engine bay. Oil changes are recommended by a dash-

mounted computer, which claimed that there was nothing to worry about.

The comprehensive and undramatic service history backed this up. Originally supplied to Wundercars of York, its service history book has been stamped every year since new, either at various Porsche Centres, or approved specialists like Parr and Precision Porsche.

There's a full set of continuous MoT certificates and no sign of any recurring problems. A flurry of minor issues from 2013-15 included the air conditioning needing fixing (it works fine now), then RGA fitting new turbo heat shields and Parr addressed seized rear suspension and broken driver's door trim, but there have been no sources of worry since.

#### **CHOOSE YOUR PORSCHE 996 TURBO**

- ▶ The coupé-only Turbo version of the new water-cooled 996 was available from 2001, with a new 3.6-litre twin-turbo engine derived from the GTI racer, and four-wheel drive, with either six-speed manual or fivespeed 'Tiptronic' auto. RWD GT2 model also available, with 456bhp.
- ▶ 2002's optional X50 package raised power to 444bhp via KKK K24 turbochargers, revised exhausts and reprogrammed ECU.
- Cabriolet version available from 2004.
- ▶ Turbo S from 2005 was a productionised rather than aftermarket X50, also available as a cabriolet. GT2 revised to produce 476bhp. All 996 Turbos were replaced by new 997-based cars in 2006.

## HAGERTY

**Quote £1221.98** Comprehensive, 5000 miles per year, garaged. Call 0333 323 1181



### 2003 Porsche 996 Turbo Tiptronic

**Price** £42,500 **Contact** Runnymede Motor Company, Berkshire (*runnymedemotorcompany.com*, 01753 644599) **Engine** 3600cc horizontally-opposed six-cylinder, dohc per bank, two turbochargers, electronic fuel injection **Power** 420bhp @ 6000rpm **Torque** 413lb ft @ 2700rpm **Top Speed** 185mph **0-60mph** 4.9sec **Fuel consumption** 31mpg **Length** 4465mm **Width** 1830mm







## 1931 Austin Seven Tourer £9950

An eminently usable example of what is one of the most accessible vintage cars on the market, reports Chris Hope

on't let its dinky dimensions fool you; this is one capable little nonagenarian. There's a suggestion on the part of its current owner that this is a wide body example, although this remains to be confirmed. Either way, this is a charming machine and ideally suited to sunny days out and attending local shows and pub meets. It's on the button and nothing that we uncovered on the car would be in need of immediate work.

This lovely open-top Seven has been upgraded with a later three-bearing engine, four-speed gearbox and Bowden front brakes. As such, it feels capable on the road – surprisingly so, given it's a product of the early Thirties.

The side-valve starts easily and feels eager, even if acceleration on paper is more leisurely than what's felt behind the wheel. The gearlever has a long throw, but engages easily. Three years ago, this baby Austin was treated to a new clutch (the operation of which remains nice and smooth), plus a rebuilt steering box (which again is precise and free from slop at the dead-ahead). More recently, the Zenith 26VA carburettor was rebuilt in

April last year, when the points, rotor arm and condenser were all also replaced.

The paint is presentable without being perfect. There are runs on the slants of the bonnet panels, while both door tops show evidence of touched-in paint. The large front wings have several hairline cracks plus areas of crazing, while there's also cracked painted around the latches for the bonnet and the securing mechanisms for the hood, again on both sides.

The hood itself fits snuggly and is unworn. Brightwork – chiefly the radiator cowl, the headlamps and the windscreen surround – is free from pitting, and a look underneath reveals that all appears well, with no rot found. The Longstone tyres were fitted in 2019 and as such have plenty of tread remaining. There are also working trafficators.

Much of what's inside this Seven appears to have been refurbished. The covers for the front seats and rear bench are free from wear and are nicely supportive. The carpets would benefit from a thorough clean, but aren't damaged and fit neatly; likewise the door cards are free from scuffs. The painted dash panel is similarly presentable, with the only (minor) criticism being some

cracked paint around the switch for the starter. All the gauges work. The steering wheel has cracked in several places, but remains perfectly usable.

The bulkhead, painted in black, appears to be free from any signs of corrosion, while the engine itself also presents well. There is some misting around the engine block, and a leak from the rear of the propshaft where it meets the rear axle, though it's not excessive. The radiator is undamaged and the hoses aren't cracked through age. There's minimal wiring, but what's here is properly secured.

Aside from the maintenance work mentioned (all invoiced), there's little else by way of history that comes with this tourer. The logbook shows nine former keepers. Still, it offers open-top pre-war motoring for less than £10,000.

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- ▶ Introduced in a Tourer body style to keep the price down by reducing metal use, the first Austin Seven, designed as Britain's first mass-produced affordable car, was launched in 1922 as an aluminium-bodied four-seater.
- ▶ Wide body option 'AE' launched in 1929 alongside new two-seater.
- ▶ Body production switched to steel in 1930. Mechanised pressed-steel production commenced in 1932.
- ▶ Echoing the art deco restyle of the Ruby saloon, the Opal was a range-wide redesign from 1934. There was a further restyle in 1936, beforeproduction ended in 1939.

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### 1931 Austin Seven Four-Seat Tourer

**Price** £9950 **Contact** Pioneer Automobiles, Newbury, Berkshire (07711 509600, *pioneer-automobiles. co.uk*) **Engine** 747cc four-cylinder, side-valve, carburettor **Power** 16.5bhp @ rpm **Torque** n/a **Top speed** 50mph **0-60mph** n/a **Fuel consumption** 35-45mpg **Length** 3023mm **Width** 1588mm



## Oselli Engineering est 1962



**2015 ASTON MARTIN VANTAGE S ROADSTER,** finished Sunburst yellow, with Obsidian black leather with yellow features and black mohair hood. Just 10150 miles since new, and a full dealership service history.



1972 MGB ROADSTER. Finished in Tartan red with black trim Oselli 1950 engine with overdrive gearbox. £24,950



1990 ASTON MARTIN VIRAGE 6.3. Finished in Royal Blue Metallic, with parchment piped blue leather interior trim, and blue carpets. This low mileage example was the first customer car to receive the upgrade

£125,000



1968 MGC GT SEBRING RALLY CAR. Finished in metallic gold, with old English white roundels. Fully restored to a very high spec, including engine upgrade, uprated electrics, twin bucket seats, full roll cage to name a few. There is a large history file documenting all the works carried out. £32,950



1974 ASTON MARTIN V8, Finished in blue with dark blue trim. Limited history but has had a major engine and gearbox rebuild just completed. Used for classic rallies and recently returned from Switzerland following the Suisse Alpine Rally.



2007 ASTON MARTIN VANTAGE ROADSTER. Finished in the most desirable colour of Onyx Black with Obsidian Black leather and a black mohair hood this car has had just two previous owners, has covered just 48000 miles. £39,950



1987 ASTON MARTIN V8 TO VANTAGE SPEC, finished in Cumberland grey, with black over grey leather trim and grey carpets. No expense spared restoration, and only having done 7000 miles since the work was carried out.

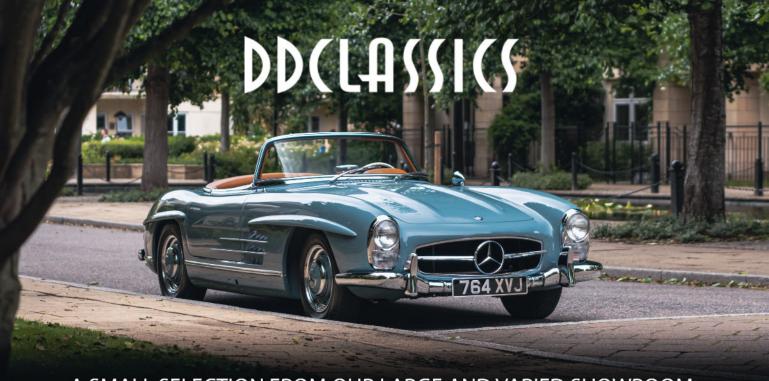




1955 MERCEDES-BENZ 300SL GULLWING (LHD) STUNNING FACTORY BLACK, CONCOURS WINNER POA



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1971 AUSTIN HEALEY SPRITE. This immaculate Sprite has had a new body shell and a total rebuild, only 7,000 miles since. Tartan Red with Black Trim piped Red, wire wheel, upgraded brakes, tonneau cover and hood cover. Large history file, restoration invoices, invoice for heritage body shell, handbook MOT's etc. Rare being a Healey Sprite and not the more common Midget......£13,995





1996 MERCEDES E220 CABRIOLET SPORT. Finished in immaculate brilliant silver with black leather. Heated seats, 8 hole alloy wheels. Only 3 owners from new, last owner since 2005. Comes with service history, Old MOT's, Mercedes Book Pack, Service Book etc. Very well looked after, low ownership locally owned car from new......£10,995



Blue Metallic with lory Hide and Brown Walnut dash. 68,000 miles with Full Service History and only 2 owners from new. Sold and serviced by us for the last owner since 2006. Comes with the original book pack, service book and 2 sets of keys. Hard to find a well looked after example like this, plus it's the more desirable 4.2.....£10,995



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1975 MGB GT JUBILEE. A unique opportunity to own a very special MBG Jubilee 20,000 miles only. Featured in 6 classic car magazines, Rosettes for Concourse events and score cards. This stunning Jubilee comes with all original books, service history and MOT's. Must be the best for sale in the UK

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1980 SAAB 99. Only 25,000 miles from new confirmed by a letter from the previous owner, old MOT certificates and service history. Original Walnut Brown with Tan Trim, all in excellent condition. Original Log Book, V5's, 29 old MOTs, original Handbook pack all in original wallet. A rare find from when Saabs were designed and hand built by their own engineers. A sound investment and show cert.



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1960 Jaguar XK150 3.4 DHC – This fabulous, UK RHD supplied matching numbers Jaguar XK150 3.4 DHC has covered just 55,000 miles from new, and has had just three owners from new. The paintwork is of a lovely standard, odd minor chips remind us that this is a useable car, not 'concours', but correct, very original and delightful. The upholstery is beautiful .£107,995



1966 Aston Martin DB6 MKI – An original UK RHD matching numbers car with a comprehensive history. EZ power steering is a true delight, the brakes and suspension feel exceptional on the road and the five speed ZF gearbox. Is perfect with smooth changes up and down the gearbox. A well presented and exceptional driving car that has clearly had a meticulous owner who has cherished it.......£399,995



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1965 Morris Mini Cooper MKI – RHD Home Market UK supplied Cooper. During the 1980's, the Mini was laid up with a recorded mileage of 63100 and it then spent around 30 years awaiting restoration. Since completion of a magnificent restoration in 2019, the Mini Cooper MKI has covered just 150 miles. Top class condition worthy of picking up prizes. 139.98











1971 Morgan 4/4 Four Seat Tourer – One long term owner since the 1980's and in 2011 treated the car to over £13,000 of work to the engine, braking system, steering and suspension. Since carrying out this work, the Morgan has covered over 7,000 miles and has been thoroughly enjoyed on club events. This is a fantastic car, superbly aged. £29,995





1925 Morris Bullnose Cowley Four Seat Tourer
– YK 6069 presents as you would expect from a
1960's/1970's restoration, it is charming, honest
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1973 Triumph Stag Automatic - HWK 13L presents superbly with a gleaming Sienna Brown paint finish and the body panels are lovely and straight and clearly demonstrate this has never been a car left to deteriorate. The car comes with an excellent soft top and factory hard top in very good condition, and the engine bay and boot compartment present very well.



1979 MGB GT - This highly uprated MGB GT has been subject of a high-quality restoration between 2016 and 2019 that has been superbly documented. VRH 4395 has been finished to a beautiful standard and presents superbly with top quality paintwork, bodywork and its enhanced sleek styling, the MGB offers improved performance and is ideal for regular use...£19,995





1938 Austin Big 7 Van - On the road the Austin is a delight, the engine and gearbox are lovely to use, and the Van has been very well maintained with invoices on file for regular oil changes, drag link overhaul, a new king pin set and after market indicators. CUO 738 has proven reliable, and prior to its lady owner enjoying it over five years..... £14,995



1954 MG TF 1250 - Our TF runs beautifully with a lovely sweet engine holding excellent oil pressure, the four speed gearbox is a delight to use with excellent syncro's, the car drives superbly with precise steering, excellent brakes and is ready to use. 480 YUG has covered around 2500 miles over the past eleven years with most of its mileage to and from various club events and ralles... £26,995







1930 Austin Heavy 12 Burnham Saloon – A very correct example, and still retains its original registration mark. Over the past four years its lady owner has thoroughly enjoyed driving the car hundreds of miles, participating in many rallies and events in the area. This is a very smartly presented Austin with a lovely, honest feel and it can be driven and enjoyed..................£17,995





1986 Jaguar XJS 3.6 Manual – Ex Factory Promotion Car with significant history and provenance. Confirmed by Jaguar, we know the XJS was then used by Jaguar themselves for display and promotional work and was driven by their Team Racing Driver Martin Brundle as his Company Car. The XJS also has the distinction of having sports seats, later alloy wheels and colour coded front spoiler.......£19,995





2005 Ferrari F430 Spider – This top-class Ferrari F430 Spider has covered just 17200 miles from new and is presented in immaculate condition. The bodywork, paintwork, wheels and trims are in excellent order, and the low mileage upholstery is lovely. Mechanically, the Ferrari needs nothing at all and is ready to use and enjoy. E89.995















1959 Triumph TR3A – This is a fantastic, strong, usable RHD Home Market Triumph TR3A. W6B 546 is incredibly strong, the engine sounds terrific with very good oil pressure, it runs and performs superbly. The four-speed gearbox changes up and down smoothly, the steering is far more advanced than standard and the car handles and brakes





1990 Volkswagen Golf GTi MKII G60 — Cosmetically the car is exceptional, the bodyshell is structurally excellent, panels perfectly straight and the paint finish stunning. The upholstery is incredibly clean and well kept, you could not expect better after 30 years of careful ownership. This is a very genuine, honest car in a great colour and on the road it will impress.....£23,995



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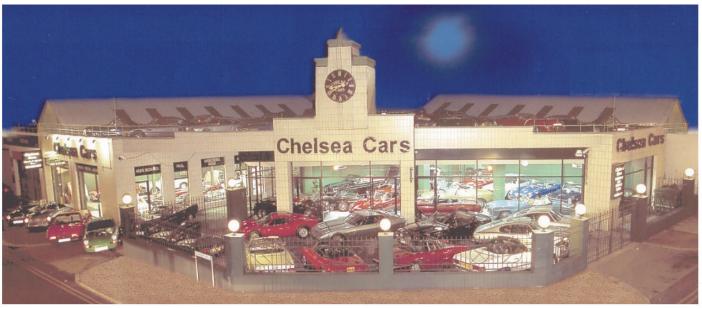
1955 Austin-Healey 100-4 BN1 - BN2 gearbox upgrade with overdrive



1963 Bentley S3 Continental DHC - Pristine immaculate example

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Walnut Veneer throughout the
vehicle, Burr Walnut steering
wheel and gear selector, Chrome
18" Wheels, Paint Correction
and Ceramic Coating applied to
the vehicle, FSH, Immaculate
Condition Throughout.
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2007 BENTLEY GTC. Finished in Stunning Onyx Black with Black Roof and Interior Hide in Beluga with Contrasting Portland Stitching, Portland Stitched B Emblems to All Headrests, Piano Black Veneer, Mulliner Specification, Breitling Clock, 20 inch Two Piece Alloy Wheels. Fantastic Condition Throughout. 71,000 miles

£29,950



2004 BENTLEY GT. Finished in Metallic Moonbeam Silver with Main Hide in Saffron and Secondary Hide in Nautic, Optional Extra Dark Stained Burr Walnut Veneer & Veneer Centre Rear Armrest, Speed responsive rear spoiler, Bi-Xenon headlights, 57,000 Miles

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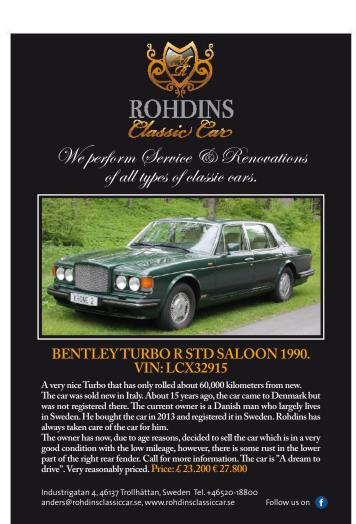




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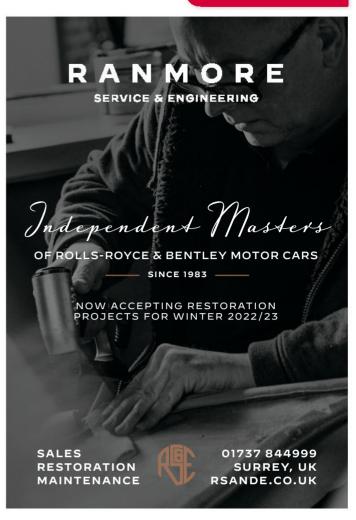
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DODGE RAM PICKUP TRUCK 2002, 4700cc petrol, 90,338 km, fully loaded, Black bodywork, seats 6 persons, undersealed, reer solid cover, 22 Inch wheels/fyree, used for weddings, very good condition. £12,500 TEL: 07386 168988 UK



FORD MUSTANG 1970, 19,500 miles, LHD, Green, petrol engine, cylinder capacity of 5700cc, kept in excellent condition as was garaged when it was bought in 2015, full documentation, previous ownership history avalla 230,000 TEL: 07711 402024 WEST SUSSEX



JAQUAR SERIES 1 XJ6 SERIES 1 4.2L 1989, 102,000 miles, Lovely Red, chrome bezel model, believed to be 102k miles, good bodywork, good oil pressure, Websarto aun roof, everything works, worth a visit. £15,850 TEL: 07770 777127 LAMBOURN



JAGUAR XXX 4.2 2005, 44,800 miles, Stsunning condition throughout, MoT Apr 23, Metallic Black, Black leather, Birdseye Maple interior, service history, drives beautifully, very well looked after. £18,495 TEL: 07608 181939 WILTSHIRE



PIAT BELVIED ERE 1962, 38,675 miles, Rare, previously restored and still in good condition with no rust, advertised again due to timewaster. £14,850 TEL: 01721 725891 UK



FORD MUSTANG CONVENTIBLE 1985, 73,000 miles, LHD, imported from California, please call for more information. £25,000 TEL: 07501 655486 SUFFOLK



JAGUAR SPECIAL 2 DOOR FHC 1989/2017, strikingly beautiful imagining of a Jaguar there never was, superb high quality construction based on 1989 XIS 9.8 mechanicals, a pleasure/easy to drive, www.mecar.co.uk £95,000 TEL: 01248 602649 WALES (T)



JEEP WRANGLER 2005, 28,000 miles, RHD, 4L, 6 speed, 28k, F8H, private reg, origins, immaculate, private reg, extras, big service just done. £16,995 TEL: 07803 042519 UK



PORD FAIRLANE RETRACTABLE 1969, 39,000 miles, LHD, no nust/filler, good daily driver or easy restoration project, fulling working roof, starts essy/runs nice, new carpets, fully UK registered, real head turner. £19,995 TEL: 01188 724376 BERKSHIRE



CAMC PICKUP 100 1954, 100,000 miles, Excellent condition, faultiess chassle/ bodywork, 4.1L straight 6 with 3 speed column shift gearbox, starta easy, runs smoothly, genuine joy to drive, first to drive will buy. £15,999 TEL: 07779 999020 WILTSHIRE

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JENSEN INTERCEPTOR II 1970, 51,486 miles, 6276cc petrol engine, classified as historic so no tax, tan leather upholstery, stainless stoel exhaunt's, original 5 track radio, electric aerial, £45,000 TEL: 07711 402024 WEST SUSSEX



LAND ROVER DEFENDER 90 TDS 2002, 101,000 miles, FSH, angine remapped, recent work includes: crossmember, waxoyi, paintwork, very reluctant sale, offers as near to price as possible, 220,000 TEL: 07886 080687 BRIGHTON



JEMBEN INTERCEPTOR MK1 1989, 90,800 miles, iconic, rust free, original except for paint, almost complete, hasn't had a major 'one off' restoration, thousands spont on it over the years, owned since 2005. 250,000 TEL: \$7800 826823 LIVERPOOL



LAND ROVER DEFENDER COUNTY 1998, 83,014 miles, complete galvanised chassis, mileage may rise slightly as it is still being used, full service history, never been off road or towed. £19,450 TEL: 07743 630802 UK



LAND ROVER 108 SERES 2A 1971, 103,000 miles, Pare, original, tropical roof, original chassis/bulkhead are in sound condition, requires no renovation, underneath waxoyled/maintained, many extras fitted. £18,750 TEL: 07825



LAND ROYER RANGE ROYER TWO DOOR 1980, 19,907 miles, new McT, Imported South Africa, lots of money spent in South Africa, £2,000 spent in UK, carbs rebuilt by specialist, extra set of standard wheels. £19,990 TEL: 07807 014886 CORNWALL



LAND ROWER 90 1988, 146,000 miles, Rare collectors car, 5 seets, original factory spec, sunroof, 2.5t. turbo diesel, 2 owners since 1989, 27k engine rebuild 2021, original rostyle wheels, spare number piste, tow bar £19,750 TEL: 07785 392781 WINDSOR



LAND ROWER SERIES II 1973, 9,647 miles, Genuine 88-inch, seven seater Station Wagon, Light Green with Ivory tropical roof, lovely original Interior including correct tip-up rear seats, fully-trimmed roof lining, £12,750 TEL: 07831 788042 HERTS



LAND ROVER 90 DEFENDER TD8 XS SPEC 2003, 127,800 miles, MoT Jan 23, black 1/2 leather XS eests, 1/r heated screens, rear NAS towing step, heavy duty alumhium eteer protector, sump guard, new Wrangler tyrea/snorkel. £19,000 TEL: 07887 845900 TAUNTON



LAND RÖVER SERIES III 1970, 97,500 miles, Appreciating classic, major renovation including new galvanlead chasels/bulkhead, fuel tank, suspension, great patins, tax and MOT exempt, great runner, never let me down. £18,000 TEL: 07973 430655 MIDLANDS



LARD HOVER WE'VE 1950, GIOROLEY/RIP, a original documents/service record back to 1985, new MoT/service, restored on gelvanised chassis in 2007 by Durafold (DLP), further care by CSK Land Rovers, \$27,000 TEL: 07391 215488 HAMPSHIRE



LAND ROVER SENIES III SOFT TOP 1998, 35,800 miles, Ex army (Welsh guards), 2 owners, soft top, 2,26 petrol 12v, 7 seets (3 front, 4 rear), MoT 18,08,2023, serviced 18,08,2023, 213,500 TEL: 07484 899663 UTTOXETER

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Rolls Royce velvet green, honey leather, stainless luggage rack, air conditioning, radio/CD, Moto-Lita steering wheel, twin exhausts, paint protection film, 11,494 miles

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LEYLAND MINE PICKUP 1977, 5284 miles, RHD, 1340cc front disc brakes, alloy wheels, restored in 2002, an original hood, historic vehicle tax, history folder. £15,000 TEL: 07580 679707 LFICS



MERCEDES-BENZ 360 VS 1981, 24,016 miles, in excelent condition, attractive Thiefe Green, Cream leather seats, full service history, original handbooks, recent servicing, current owner purchased 2016, garaged. \$27,000 TEL: 07879 987744 GREATER LONDON



MQ 18/86 1930, Two seater (with dickey seat), well known car (ex UK registration WL\$232), documented history from new, including being the 1930 MG factory demonstrator, very rare. £75,000 TEL: 01634 722050 JERSEY



MG 8 ROADSTER 1972, Wire wheels, heritage body shell, leather seats, walnut dash, stairless exhaust, tonneaus, 12-voit bettery convenion, new tyres, condition 1/2. £18,000 TEL: 01367 820705 OXFORDSHIRE



LOTUS ELAN +2 \$130 1972, Yellow, Silver metal fisks roof, fully rebuilt 2013-2015, new Lotus galvanised chasels, 5 speed g/box conversion, new Interior, walnut deah, driveshaft conversion, big valve engine. £30,000 TEL: 07432 486511 UK



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1987, 82,000 miles, matching hard top,
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MG A 1800 1957, 5000 miles, LHD, lovingly cared for since 2018, full restoration featuring: wire wheels, disc brakes, electric ignition, Waber carburettor, cooling fan, Mota Lita steering wheel, 12v battery, he 532,000 TEL: 07984 451354 HERTFORDSHIRE



MG B ROADSTER LE 1982, 22,000 miles, Original Bronze, unrestored, 12 months MoT (exempt), only 3 owners including me, very clean throughout including engine bay, all MoTs from 1985 to present to prove mileage. £12,500 TEL: 01209 313696 CORNWALL



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Ma A 1600 COUPE 1958, 44,000 miles, bills for over £20k for rally prep, roll cage, 2 fuel tanks, pumps, filters, eluminium radiator, oll cooler, bucket seats, 5 point harnesses, large amount of history. £18,850 TEL: 01255 870617 ESSEX



ING BGT VS 1973, 54,000 miles, comes with extensive history file, heritage certificate, starts first time, maintains good oil pressure, an excellent runner, pleasure to drive. £14,500 TEL: 07771 610128 SCOTLAND



MERCEDES-BENZ 350 R107 \$1. 1983, 110,500 miles, Finished in Creem (code 623) with Brazil Karo cloth/feather seasts, original Biaupunid Stockholm caseette radio, in 12 months it will be tax exempt. £16,500 TEL: 07785 209869 HUDDERSFIELD



MERCEDES-BENZ SL-CLASS 1981, 57,000 miles, 2 door, Green, petrol engine with cyclometer capecity being 3496cc, kept in excellent condition, new timing belt fitted, full documentation, previous ownership history, 230,000 TEL: 07711 402024 WEST SUSSEX



MG A ROADSTER 1956, Numbers matching, home market car, bern find 2005, full restoration completed 2015 with photo's, professional engine/geerbox rebuild, heritage certificate, 1 year MoT. £24,995 TEL: 07811 836884 HERTS



MG MAGNETTE ZB 1958, Black body with good shine, no welding, all original, interior has Reddish/Brown leather seats which are still soft/supple, fitted Red carpets, Bakaritie steering wheel. £14,000 TEL: 07764 188791 CAMBS



MERCEDES-BENZ 390 R107 SL 1983, 110,600 miles, automatic, finished in Cream (code 623) with Brazil Kero cloth/leather seats, original Blaupunkt Stockholm cassette radio. £18,500 TEL: 07785 209889 HUDDERSFIELD



MERCEDES-BENZ 81-CLASS 280 CONVENTIBLE 1998, 59,000 miles, with hard top, Blue with Cream Interior, one owner from new, full MoT. £14,000 TEL: 07809 153552 YORKSHIRE



MG B MK1 1964, 105,000 miles, Unique, current owner aince 1981, 2 previous owners, original/repiscerment rebuit 3 bearing engine, original body shell, bodywork Chelsea Grey, receipts, 213,000 TEL: 07827 946419 GLOUCESTERSHIRE



MG TA 1937, very good condition, MG Car Club T-Register, British Racing Green, Green leather upholetery, Black soft fop/two covers, previous owner restored in 1989 and 5,093 miles since. \$29,000 TEL: 07763 459185 SUFFOLK



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MC TA 1936, has good MG TC Ex Pag engine, on wide 18 inch wheels also 19 inch wheels with car, good solid old car, all right bits, please call. £19,000 TEL: 01572 737113 LEICESTER



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MC TC 1949, 3000 miles, English car, matching numbers, Connaught Green, Beige upholatery, mechanically very good, paint very good, rewired, new hood, side screens, four new wheels, very good all round. \$28,000 TEL: 07515



MORRES MINOR PICKUP 1866, 53,905 miles, in good condition, original engine, unleaded head, some modifications to wheels/brakes, new battery installed before sale, regularly serviced/MoT'd, no longer needs MoT. £11,600 TEL: 07968 800177 ELICIER.



MG TC 1948, RHD, 3221 miles since restoration, Red, Black Interior, good condition, metching numbers car, original engine etc., call for more information, £22,600 TEL: 01912 528744 TYNE AND WEAR



MORRES NEWOR TRAVELLER 1969, 30,000 miles, White, Black trim, restoration work by Charles Ware, Bristol for previous owner with receipts for £3606 (2014-18), beautifully maintained. £18,000 TeL: 01686 688678 POWYS



MC TD 1950, From USA by me in 2013, great condition Ivory/Black, new Mohair hood, new Michelh tyres, no rust, good sah frame, conversion in 2014 with new dash, steering/brakes, 2018 new rad. £19,750 TEL: 07634 202628 GREATER LONDON



PORSCHE 356 1985, 5500 miles, Produced by virtage speedsters in California, car was based on a 1985 chassis, first registered in 2012, firshed in Gloss Black, Tan leather interior. £35,000 TEL: 07857 659022 HERTS



MG TF 1953, Red with Red Interior, wire wheels, major refurblehment, fuel tank refurblahed, side acreers, mary new parts, outstanding condition. 226,000 TEL: 01992 462866 ESSEVHERTS BORDER



PORBCHE 911 3.2 CARRERA TARA SPORT 1989, 103,500 miles, Batic Blue, Blue leather aports seate, certificate of authenticity, service history, new 12 months MoT, recently serviced, very nice example. 567,250 TEL: 07769 116788 (ECT)



MORRIS MINI 1959, Cipper Blue, first class condition, number 1747 made, attil brasa door hinges and rivetted wheel centres, totally orginal £21,000 TEL: 07581 859688 POWYS



PORSCHE 911 CARRERA 5 TP 1998, 92,950 miles, unmarked Zenlith Blue, unbellevable Sevannah Interior with over carpets, full history file, great driver, can deliver, E17,660 TEL: 07737 174200 WARWICKSHIRE

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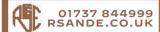


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TRIUMPH 0T6 MK111 1971, 88,000 miles Java green, pistine condition, restored over a period of two years, now one of the very best in the country, few upgrades, years of history, McT's. £23,600 TEL: 07763 431043 EDINBURGH



TRUMPH STAG MARK I 1971, 73,773 miles, Gorgeous Carmine Red, lovely condition, Tan leather Interior, Black hood, no hard top, engine rebuilt 200e, new radiator/exhaust 2010, full respray/serviced 2011, MoT June 23, 522,000 TEL: 07590 541241 HAMPSHIRE



RELIANT SCINITAR 1978, 44,000 miles, manual gearbox with overdrive, very special first owner, fasticiously looked after with receipts and history, drives superbly, special Scimitar. £14,000 TEL: 07970 873049 DEVON



SAAB 9000 CAPLSSON 2.0 TURBO 1990, 189,000 miles, Restored in 2 peck Standox paint. Cobra Cat 1 alarm, MoT August 2022, serviced/maintained by SaabTec technician/Saab independent specialist, very rare, eye catching, surprisingly q £14,900 TEL: 07802 036675 MIDLANDS



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TRIUMPH STAG MK1 1972, 35,000 miles, Fully restored inside/out including bere metal re-apray in original Emerald Green, drives very well, new tyres, new wheels, new hood which looks fantastic, garaged, dry driven. \$22,500 TEL: 07802 321905 NORTH



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NOTTINGHAMSHIRE



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TRIUMPH STAG MK1 1974, 26,000 miles, very good condition, but regretably not the car for me, please call for more information. 214,500 TEL: 07717 704582 NORFOLK



RILEY ELF 1275 31,000 miles, full rebuild 2014, full MoT, show car history, great to drive. £12,250 TEL: 07798 517353 UK



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TRIUMPH TR4 1964, 62,600 miles, Restored inc respray, fr/m, waxoyl 2006, further restored/full respray 2016, minimal miles since last restoration, unblemished paint, drives superb, incl new tonneau cover, heritag £29,795 TB1 07557 228745 KINGSBRIDGE



VOLKSWAGEN BEACH BUGGY 1966, 29,000 miles, Very good condition, need space hence quick sale, been lovingly restored. \$14,000 TEL: 07592 115192 WEST YORKSHIRE



TRUMPH TRIAS SPORT 1967, 87,998 miles, Whits, Black with Whits pling trim, stainless steel sports exhaust, gearbox and overchive were reconditioned in 2019, used until 2017 and has been garaged since. 216,000 TBL: 07958 074503 OR 02380 731606 SOUTHAMPTON



VOLKSWAGEN CAMPERVAN TYPE 2 1978, 42,000 miles, totally restored camper with upgrades, reconditioned engine with only 40 miles, beautiful example, MoT/tax exempt, call for details, £19,995 TEL: 01670 761989 NORTHUMBERLAND



TRUMPH TR6 1970, 45,000 miles, heritage certificate, full rebuild with pictures, all bills for parts and body, new mohair hood, tyres, tank, owned 31 years. £18,950 TEL: 07838 680676 MANCHESTER



VOLKSWAGEN T2 LATE BAY 1974, 11,000 miles, extensive work undertaken, well looked after, lots of receipts for work carried out new clutch, disc brakes to front, upgraded carb, new Space Roof Installed. £17,200 TEL: 07814 352217 NORTH LINCOLNSHIRE



TRIUMPH TR8 1972, 27,800 miles, Lovely UK car, overdrive on 2nd/3rd/4th gears, restored several years ago, Primerito Red, good condition, previous owner refurblahed the mechanicals with new parts, drives well. £17,500 TEL: 07837 251870 SOMERSET







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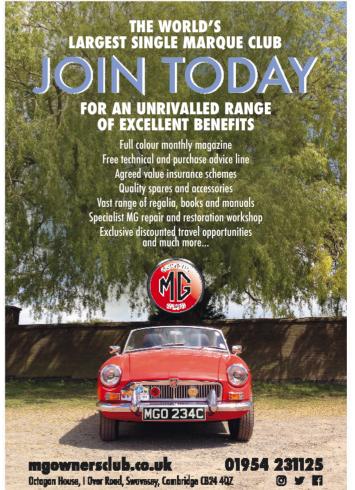
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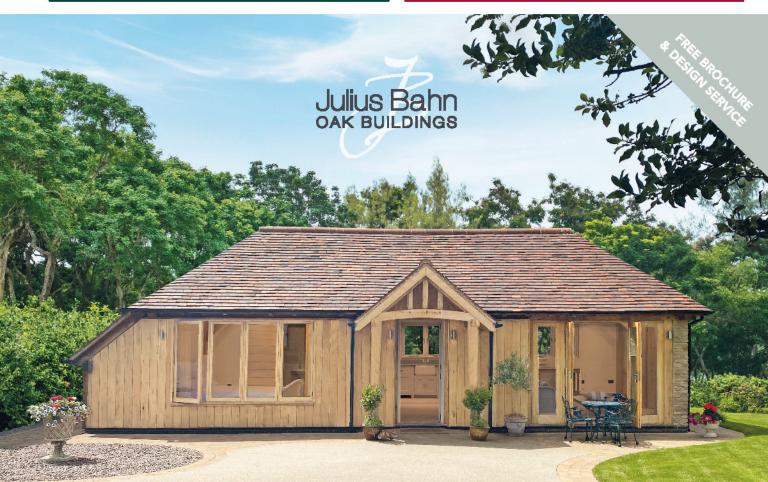
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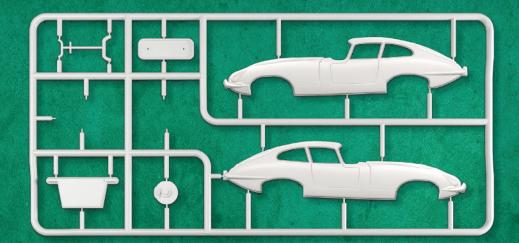
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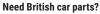
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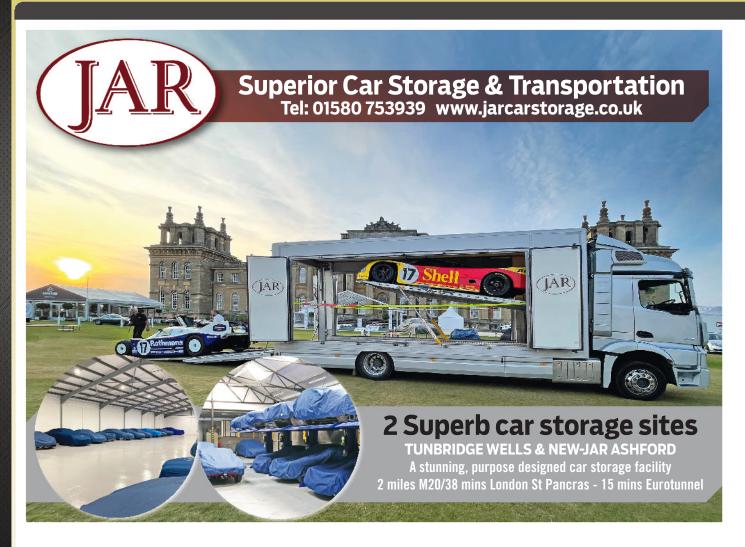
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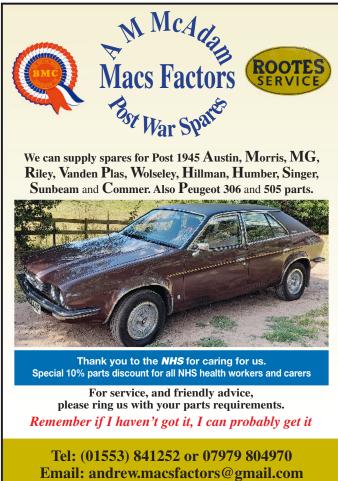


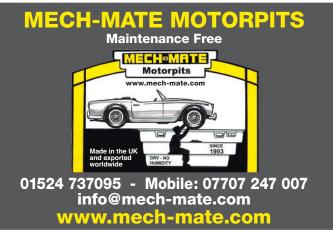


















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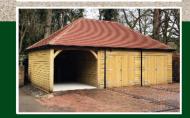
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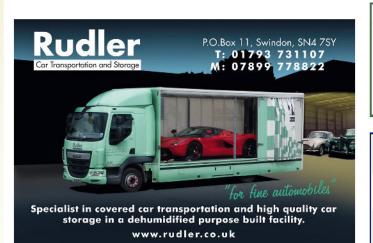
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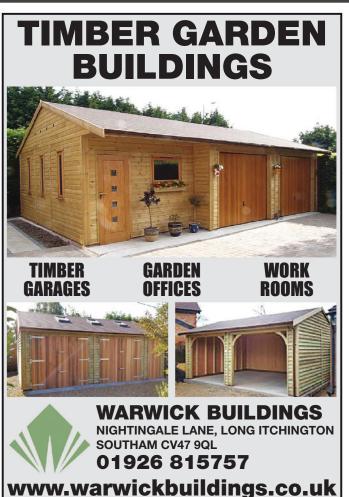
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## [25 Years ago Today]

Looking back without hindsight



# 'It seemed like such a good idea at the time'

By 1997, the dust had settled on the Eighties classic car boom-and-bust, so CAR eked out some salutary tales

t's wise to remember that values of investments can go down as well as up. The Eighties/early Nineties boom in classic and exotic car investment crashed spectacularly as interest rates soared in 1990, resulting in over-inflated cars shedding six-figure sums and losing investors life-changing fortunes.

In November 1997, *CAR* got three such investors to anonymously confess to their entanglement in the mess, and to this day it resonates. 'To be honest, I didn't know the front end of a car from the back,' admitted property developer Jeremy to writer James Ruppert, 'but I could spot something that

would make me a quick profit at 50 miles. Since the mid-Seventies I'd been making a very good living from property: buying them cheap and a bit dilapidated, then doing them up and selling them on. Which I suppose is a bit like the car trade.' Told that there was money to be made by trading hot cars in a rising market, Jeremy changed the focus of his investments.

'It all started with Ferraris. I think I put a 308GTS on order. Collected it a few months later, paid £40k, drove it a few miles down the road to a well-known specialist and said, "How much for this?" "Would £100,000 be OK?" they replied. I went straight back to the Ferrari showroom and ordered a 328. I think I turned £55k into £150k on that one. After that, I sort of lost count.'



Ruppert reiterates that Jeremy and his ilk were not car enthusiasts. His interviewees talk excitedly about money, but rarely remember the cars. 'The red ones were most likely Ferraris, the wedgy things were Lamborghinis, anything white and slippery with a "thingy" on the back had to be a Porsche 911, and the rest of them were probably Aston Martins,' Ruppert reports with a degree of frustration. But as he reveals, one of the reasons why the market collapsed so spectacularly was because of all the borrowed cash. 'My big mistake was buying the cars on an overdraft, because getting the money that way was so easy,' said Jeremy. 'In late 1989 and even 1990, people were still paying silly money for cars, but the banks and others wanted their

investment back. Suddenly my liabilities were £1.4m.'

Financial advisor Phillip confesses to advising clients to buy 911 Turbos. 'I couldn't resist having a crack; I bought at £115k. The market had already peaked when some idiot paid £189k for a cabriolet exactly the same as mine. But 1989 turned into 1990 and I found myself lumbered with a car I couldn't afford. I did 2000 miles in four years, paid four grand on insurance, two grand on a couple of services, then sold it for £26k.'

Nowadays there's less borrowed money involved, and the market tends to fluctuate more gently. However, anyone more motivated by investment than ownership should always bear the lessons of 1990 in mind – boom is often followed by bust.



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# Price Guide

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#### WHAT'S IT WORTH?

Whether you're buying or selling, our guide illustrates how the market is treating that model. We consult specialists, clubs and dealers, scour auction results and pool knowledge with classic car insurance specialist Hagerty to ensure our guide is as accurate as possible. But an individual car's value can only be assessed in person. Cars with exceptional mileage, history, unrestored originality or fresh restorations can be worth disproportionately more. On 'bluechip' models our price spreads reflect the importance of provenance and history over condition.

#### Concours/ Dealer

If you can afford it, do it. This is what to pay for a top-notch example: also a good guide to

# DENOTES NEW ENTRY TO PRICE Abarth Club G8 (01869 340 289)

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bright, but not concours condition. Any defects should be small. You'll get a fine example for this money

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Tidy and ready to use, but needing project car cosmetic attention. You'll much care and have to spend more money though it may looking really drive

# Price change

At-a-glance indicator showing the market trend of the latest updates



S	Top speed	Price change	N
(0186	39 <b>34</b> 0	289)	Sp
47	95		G
95	80		GT

ABARTH				Abarth Club GB (01869 3402					
Zagato 750	57-61	107,500	87,500	65,000	50,000	747	95		
595, 595SS, 695SS	63-71	52,500	40,000	25,000	15,000	595	80		
23									
1									

AC				AC Owi	iers' Club (a	cowners	club.co.uk)
2-litre	47-56	16,500	12,000	6750	4000	1991	83
2-litre dhc/Buckland	49-56	32,000	22,000	12,000	8000	1991	83
Ace (AC engine)	54-63	285,000	225,000	150,000	95,000	1991	102
Ace-Bristol/-Ford	56-63	325,000	260,000	175,000	110,000	1971	118
Aceca-AC	54-63	135,000	97,500	70,000	47,500	1991	104
Aceca-Bristol	56-63	160,000	115,000	80,000	52,500	1971	128
Greyhound	59-63	80,000	60,000	36,000	20,000	1971	107
Cobra MkI/MkII/289	62-69	775,000	650,000	550,000	450,000	4727	138
Cobra 427	65-67	1m	800,000	625,000	550,000	6998	145
428	67-73	175,000	125,000	90,000	60,000	7014	143
428 con	67-73	225,000	155,000	110,000	75,000	7014	143
3000 ME	79-84	22,500	15,000	8500	5000	2994	125
Cobra MkIV	83-92	99,500	80,000	60,000	42,500	4942	134
Ace Brooklands	93-00	27,500	22,000	17,000	12,000	4942	140

02								
ALFA ROMEO				Alfa Rom	eo Owners' (	Club (017	87 24928	5)
6C 1750 GS Zagato	30-33	1.8m	1.3m	1m	900,000	1754	95	_
6C 2300 Touring	33-37	1.05m	850,000	700,000	500,000	2309	94	_
1900C Sprint	51-55	195,000	155,000	105,000	80,000	1884	112	_
1900C Super Sprint	55-58	210,000	160,000	110,000	82,500	1975	112	_
Giulietta berlina	55-62	18,000	13,000	6750	3500	1290	90	Ξ
Giulietta ti	57-64	22,500	15,000	7500	4000	1290	103	_
Giulietta/Giulia Sprint	55-64	56,500	42,000	25,000	15,000	1290	110	_
Giulietta/Giulia Spider	55-65	72,500	47,500	30,000	17,500	1570	108	_
Giulietta, Giulia SS	57-66	105,000	77,500	50,000	32,500	1570	120	,
2000 Spider	58-62	105,000	75,000	37,500	20,000	1975	111	_
2600 Spider	62-65	110,000	77,500	42,500	22,500	2584	124	_
2600 Sprint	62-66	43,000	30,000	18,000	9000	2584	125	_
SZ-1	60-62	400,000	320,000	265,000	220,000	1290	120	_
TZ-1	63-65	925,000	825,000	725,000	625,000	1570	124	_
Giulia Ti/Super	62-74	20,500	14,500	7250	3400	1570	105	_
1750/2000 Berlina	68-76	15,000	10,000	4500	2000	1962	115	_
Giulia Sprint GT/Vel.	63-68	42,500	33,500	18,500	10,000	1570	112	
Giulia GTA 1300/1600	65-71	265,000	210,000	160,000	110,000	1570	115	_
GT Junior	66-77	29,750	22,500	11,500	5500	1570	115	_
1750GTV	67-72	40,000	30,000	15,000	7500	1962	118	_
2000GTV	71-77	35,000	26,000	12,500	6250	1962	118	_
1300/1600 Junior Z	70-75	42,000	32,000	16,500	9750	1290	110	_
Duetto/1750 r,tail	66-69	52,000	36,500	22,000	11,000	1570	113	_
Spider S2	69-82	26,500	17,000	7000	3000	1962	119	_
Spider S3	82-89	13,250	8250	3600	1650	1962	114	_
Spider S4	89-93	16,000	11,000	5250	2400	1962	114	_
Montreal	70-77	70,000	52,500	35,000	25,000	2593	132	_
Alfasud/Alfasud Ti	72-83	8750	6000	2650	1000	1286	103	_
Alfasud Sprint	76-90	9750	6950	3250	1400	1490	104	_
Alfetta sal	72-84	10,000	6500	3000	1000	1962	113	_
GTV 2000	76-87	16,000	10,500	5000	2000	1962	118	_
GTV6	81-87	22,500	14,000	6500	2500	2492	130	_
75 sal	86-92	10,000	7000	3000	1400	2959	135	_
164 2.0 TS	88-98	6000	4250	1900	900	1962	130	_
164 3.0 V6	88-98	9000	5750	2500	1200	2959	147	_
SZ/RZ	89-94	50,000	38,500	22,000	16,000	2959	153	_
155	92-97	6500	4000	2000	1000	2498	140	_

DENOTES NEW ENTRYTO PRICE GUIDE	Year	Concours Dealer	Mint	Cood	Rough	S	Top spee	Price char
Spider 2.0 TS	96-02	4500	3250	1400	500	1970	131	
GTV 2.0 TS	96-02	3600	2000	850	300	1970	134	
GTV 3.0 V6	98-02	5250	3500	1500	600	2959	148	
GTV V6 Cup	01-02	15,000	11,000	5500	2750	2959	148	
166	98-07	5950	3950	1750	750	2959	144	
	ADD All-	10	101441					
ALL	AKU Alla	a Owner	S Club (all	ardowner	sciub.org)			_

K1	46-50	85,000	64,000	45,000	29,000	3622	100	
K2	50-53	100,000	75,000	54,000	36,500	3917	102	
K3	52-54	112,500	92,000	67,500	48,500	4375	96	
L/M	46-53	55,000	37,500	22,500	15,000	3622	86	
P	49-52	45,000	32,500	17,500	10,000	3622	90	
J2/J2X	50-54	285,000	225,000	150,000	100,000	4375	130	

ALPINE-RENAULT			Clu	ıb Alpine-Re	nault (cluba	lpineren	ault.org	.u
A110	65-77	80,000	60,000	37,500	27,500	1565	115	
A310 1600	74-77	30,000	21,000	15,000	9500	1605	130	
A310 V6	77-86	36,500	26,500	19,000	12,000	2664	137	
GTA	85-91	10,500	8500	4000	2400	2849	139	
GTA Turbo	85-91	12,750	10,500	5500	3000	2458	149	Г

ALVIO		AIVIS UWII	EL CIAN (91A)	SUC.UTY); AN	ris negister	alvisteu	ISLUI.CO	J.UK
Speed 20 Tourer	32-36	137,500	110,000	77,500	60,000	2762	90	▼
Speed 25 Tourer	37-40	167,500	140,000	100,000	72,500	3571	85	▼
4.3 Litre Tourer	37-39	165,000	120,000	92,500	70,000	4387	100	▼
TA14	46-50	16,000	11,000	6000	3250	1892	72	
TA14 convertible	46-50	32,500	25,000	14,000	7000	1892	72	
TA21/TC21/100	50-55	28,500	18,500	10,000	5000	2993	100	
TA21/TC21/100 con	50-55	60,000	40,000	23,500	14,000	2993	95	
TD21	56-63	33,500	25,000	14,000	7500	2993	104	
TD21 convertible	56-63	84,000	57,500	36,000	20,000	2993	102	
TE/TF21	63-67	42,500	30,000	17,500	10,000	2993	110	
TE/TF convertible	63-67	92,500	65,000	42,000	25,000	2993	107	

ARMSTRONG SIDDELEY			Armst	rong Siddel	ey Owners'	Club (012	25 723	BO9)
Lancaster	46-52	12,500	9000	5000	2750	1991	70	
Hurricane dhc	46-53	19,500	14,500	8500	5500	1991	70	
Typhoon coupé	46-50	16,000	11,250	7000	4250	1991	70	
Whitley	50-53	15,000	10,000	5000	2650	2309	85	
Sapphire 346	53-59	16,000	12,000	6000	3000	3435	100	
Sapphire 234/236	56-58	16,500	13,000	6500	3250	2309	97	
Star Sapphire	58-60	21,500	16,000	7000	3500	3990	104	

61-65 65.000 44.000 25.000 16.000 1147

ASTON MARTIN				Aston Marti	n Owners' C	lub (0186	65 4004	100)
DB2	50-53	225,000	160,000	115,000	67,500	2580	110	
DB2 con	51-53	325,000	255,000	175,000	110,000	2580	109	
DB2/4 MkI/II	53-57	180,000	130,000	90,000	62,500	2580	120	
DB2/4 con	53-57	300,000	230,000	160,000	110,000	2580	120	
DB3S	53-56	5m	4.3m	3.65m	3m	2922	145	
DB MkIII	57-59	210,000	160,000	115,000	70,000	2922	120	
DB MkIII con	57-59	390,000	315,000	220,000	175,000	2922	120	
DB4	58-63	450,000	350,000	250,000	200,000	3670	141	
DB4 Vantage	61-63	565,000	460,000	360,000	265,000	3670	149	
DB4 con	61-63	925,000	775,000	625,000	525,000	3670	140	
DB4 GT	60-63	2.25m	2m	1.75m	n/a	3670	155	

DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concour	Μin	Cood	Rough	S	Top spee	Price cha
DB4 GT Zagato	60-63	10.5m	9m	8m	6.75m	3670	154	
DB5	63-65	675,000	550,000	420,000	295,000	3995	143	
DB5 con	63-66	1.2m	950,000	700,000	525,000	3995	141	
DB6	65-70	300,000	215,000	150,000	100,000	3995	140	
DB6 Vantage	66-69	435,000	325,000	225,000	165,000	3995	148	
DB6 Volante	66-70	625,000	525,000	425,000	330,000	3995	145	
DBS 6	67-72	117,500	90,000	57,500	37,500	3995	141	
DBS 6 Vantage	72-73	150,000	120,000	75,000	45,000	3995	149	▼
DBS V8	69-73	120,000	90,000	59,000	38,500	5340	162	
V8	72-90	112,500	80,000	50,000	32,500	5340	147	
V8 Vantage	77-89	275,000	220,000	155,000	95,000	5340	168	
V8 Volante	78-90	185,000	137,500	90,000	50,000	5340	130	
V8 Vantage Volante	86-89	265,000	210,000	150,000	72,500	5340	162	
Zagato	86-87	200,000	150,000	105,000	65,000	5340	180	
Virage	89-96	55,000	40,000	21,000	13,500	5340	158	
Virage Volante	92-96	74,000	56,500	32,000	22,000	5340	157	
V8 Vantage	93-00	200,000	165,000	120,000	90,000	5340	186	
V8 Coupé	96-99	65,000	50,000	34,000	25,000	5340	155	
Vantage V600	98-00	240,000	195,000	150,000	95,000	5340	200	
DB7	94-99	23,500	20,000	14,750	10,000	3239	157	
DB7 Volante	96-99	29,000	23,000	17,500	13,500	3239	155	
DB7 Vantage	99-03	26,750	21,750	17,000	13,250	5935	185	
DB7 Vantage Volante	99-03	32,000	26,000	19,000	14,500	5935	165	
DB7 GT/GTA	02-03	50,000	40,000	31,000	23,000	5935	185	
DB7 Zagato	03	240,000	200,000	160,000	n/a	5935	190	
Vanquish	01-04	59,000	52,000	44,000	39,500	5935	190	▼
DB9	04-08	35,000	30,000	22,000	15,000	5935	186	
V8 Vantage 4.3	05-08	30,000	26,500	20,500	16,750	4280	175	
AUDI				Audi Own	ore' Club (ai	ıdiowno	eeluh (	com)

AUDI				Audi Own	ers' Club (au	udiowne	rsclub.co
60/70/80/90 sal	65-72	7750	5500	2500	1100	1760	100
100 1.8/1.9 sal	68-76	8000	5750	2750	1250	1871	109
100S Coupé	69-76	20,000	15,000	7500	3750	1871	112
Quattro turbo	80-89	50,000	36,500	22,000	12,000	2144	135
Quattro 20V	89-91	75,000	55,000	35,000	20,000	2226	142
Quattro Sport	84-85	300,000	225,000	175,000	n/a	2133	154
Coupé Quattro	84-88	14,000	10,000	4750	2000	2226	125
RS2 Avant	94-95	50,000	40,000	27,500	17,500	2226	162
π	98-06	5250	3500	1200	500	1781	145

AUSTIN		pw	a7c.co.uk; a	ustincounti	es.org.uk; l	oritishmin	iclub.c	Ю.Ш
Seven saloon	30-34	10,500	8500	4950	2500	747	50	
Seven Chummy	25-34	22,000	17,500	11,000	5500	747	50	
Seven 65/Nippy	33-37	27,500	21,000	12,500	8500	747	60	
Seven Ruby saloon	34-39	9500	7250	4250	2200	747	53	
A40 Devon/Dorset	47-52	8250	5500	2400	1200	1200	76	
A70 Hamps/Heref	48-54	7500	5000	2400	1000	2199	83	
A90 Atlantic con	49-50	30,000	22,000	12,750	6500	2660	92	
A90 Atlantic coupé	50-52	21,000	15,500	9750	5000	2660	92	
A40 Sports	50-53	17,500	12,500	6750	4000	1200	80	П
A40 Somerset	52-54	7000	4500	2000	950	1200	72	
Metropolitan	54-61	17,500	12,000	5500	2500	1489	78	
A30/A35	51-59	8500	5500	2400	1000	948	75	
A40, A50, A55	53-59	6750	4750	2250	1100	1200	70	
A55/A60 Cambridge	59-69	8000	5500	2400	1100	1622	78	
A90, A95, A105	54-59	10,750	7500	3500	1500	2639	91	П
A40 Farina	58-67	7000	5000	2000	800	1098	82	П
A99/A110	59-68	11,000	7500	3400	1400	2912	102	

		/s	F	Private sal	е		nge			rs/	P	rivate sale	2	nge nge			<b>&gt;</b> 5	P	rivate sale		pa unge
DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Mint	poog	Rough	មួ	Top speed Price change	DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concour	Mint	poog	Rough	cc Top speed Price change	DENOTES NEW ENTRY TO PRICE	Year	Concours/ Dealer	Mint	poog	Rough	cc Top speed Price change
1100/1300	63-74	5000	3250	1400	700	1098	85	BMW						Club (01970 267989)	CHEVROLET				_	Club UK (c	rvetteclub.org.uk)
3-litre	69-74 68-71	9900 9900	5750 6500	2650 3000	1250 1600	1275 2912	96	328 503 coupé	36-39 56-59	650,000 165,000	510,000 120,000	440,000 87,500	350,000 65,000	1971 100 3168 115	Corvette roadster Corvette roadster	53 54	72,000	105,000	_	47,500 24,000	3800 107 3800 107
1800/2200	64-75	7500	4500	2000	900	1798	96	507 507	56-59	1.8m	1.6m	1.4m	1.2m	3168 135	Corvette	55-57	72,500	50,000		20,000	4343 119
Maxi	69-79	3750	2750	1100	500	1748	101	Isetta 250/300	55-65	17,500	13,000	9000	5750	298 60	Corvette	58-60	77,500	57,500	_	22,500	4639 130
Allegro 1100-1500 Allegro 1750/Sport TC	73-82 73-75	3250 4250	2000 3000	1000	475 650	1275 1748	87 104	2000/ti lux/tii	58-59 66-72	29,500 13,500	22,000 10,000	16,000 4500	10,000	585 65 1990 105	Corvette S-W coupe	61-62	67,500 87,500	50,000 65,000		20,000	5359 132 5359 142
Seven/Mini MkI	59	27,500	22,500	15,000	12,000	848	71	1600/1602/1502	66-77	14,500	11,000	4850	2250	1573 100	Corvette Sting Ray	63-67	65,000	49,000	25,000	17,500	5359 142
Mini MkI	60-67	14,250	10,000	6250	3750	848	71	2002/Touring	68-75	17,000	12,500	5250	2400	1990 112 🛦	Camaro cpe/conv.	67-69	27,500	21,000	10,000	5000	5735 130
Mini MkII Mini MkIII-V	67-69 70-90	10,000	6750 4650	3500 2250	1650	998 998	79 82	2002 cabrio/targa 2002tii	71-74 71-75	24,000 30,000	17,000	9000	4000 5000	1990 110 1990 120	Corvette Stingray  Corvette Stingray	68-72 73-77	35,000 24,000	24,500 15,000	13,000 9000	5750 4500	6997 151 5737 125
Mini Cooper 997/998	61-69	28,500	19,000	10,500	6000	998	90	2002 turbo	73-74	100,000	75,000	48,500	32,000	1990 130	Corvette	77-82	15,000	11,500	7250	4000	5733 125
Mini Cooper 1071S Mini Cooper 970S	63-64	40,000	31,000 32.000	20,000	14,000	1071 970	95 82	2800CS/CSA 2500/2800/3.0/3.3	69-71 69-77	24,000 14.000	16,500 9250	9750 4250	5000 2000	2788 120 2494 110	Corvette C4 Corvette ZR1	84-96 90-95	12,000	9000	4500 12.500	2200 9500	5733 145 <b>A</b> 5727 180
Mini Cooper 1275S	64-67	40,000	30,000	20,000	13,500	1275	96	3.0CS/CSi	71-75	52,500	35,000	20,000	12,500	2985 130	Corvette C5	96-04	18,000	14,500	12,000	10,000	5666 175
Mini C'r 1275S MkII/III	67-71	32,000	22,500	14,000	9500	1275	96	3.0CSL	_	145,000	110,000	67,500	45,000	3003 134							
Mini Moke Mini 1275GT	64-85 69-80	19,500	14,500	8000 5250	4500 2000	998 1275	70 89	3.0CSL 'Batmobile' 633/628CSi	72-75 76-87	300,000 12.000	220,000 8000	150,000 4000	100,000	3153 138 3210 132	CISITALIA 202 coupe	17-51	265,000	200,000	150,000	120,000	(cisitalia.net)
Mini Clubman	70-80	4750	3250	1500	750	1098	82	635CSi	78-89	27,000	17,500	7500	2400	3453 140	202 Coupe	4/-34	203,000	200,000	130,000	120,000	1007 103
								M635CSi	85-89	38,250	26,000	15,000	7500	3453 158	CITROËN						oencarclub.org.uk)
AUSTIN-HEALEY 100 BN1/2	53-56	66.000	48.500	Austin-Heal 32.000	ey Club (aus 22.000		club.com) 103	M1 3 Series (E21)	79-80 75-83	350,000	265,000 7500	185,000 3500	150,000	3453 162 1990 120	Light 15/Big 15 2CV 'ripple'	35-55 48-60	19,750	14,000	8000 5000	4000 2500	1911 72 425 49
100M	55-56	150,000	120,000	82,500	50,000	2660	109	323i (E21)	77-82	15,000	10,000	4500	2000	2315 126	2CV	60-90	9250	6500	2750	1250	602 71 🛦
100S	55	635,000	500,000	450,000	365,000	2660	119	320/325 Baur cabrio	81-85	12,000	7500	3500	1750	2495 135	Ami	61-78	6500	4500	2000	1000	602 75 🛦
100/6 BN4/6 3000 MkI	56-59 59-61	59,000 54,000	40,000 39,000	26,000 25,000	15,000	2639 2912	105	5 Series (E12) M535i (E12)	75-81 80-81	11,000 25,000	7750 18,500	3850 11,000	1750 5000	2788 133 3453 139	Dyane DS19/ID19	68-85 56-68	5250 21,000	3500 15,000	1650 7000	800 2500	602 78 <b>A</b>
3000 MkII BN7	61-62	65,000	48,000	35,000	22,500	2912	117	5 Series (E28)	81-87	10,750	7500	3600	1650	2788 146	Safari estate	59-75	26,500	17,000	8000	3000	1911 88
3000 MkII BT7, BJ7	62-64	56,500	40,000	26,000	14,500	2912	117	M535i (E28)	85-87	16,500	12,000	6000	3000	3453 152	DS décapotable	63-78	190,000	148,000	100,000	65,000	2175 100
3000 MkIII 'Frogeye' Sprite MkI	64-68 58-61	72,000	50,000 14,000	30,000 7000	20,000 4000	2912 948	121 82	M5 (E28) 5 Series (E34)	85-88 88-95	50,000	35,000 3500	17,500 2000	10,000	3420 152 3982 149	DS20/21/23 DS21/23 EFi	68-75 70-75	32,000 37,500	20,000	9000	3500 5500	2347 109 2347 120
Sprite MkII	61-64	13,000	8250	4000	1850	1098	86	M5 (E34)	88-95	27,000	17,500	8500	4500	3535 155 ▲	SM V6	70-75	57,500	40,000	22,500	12,500	2670 135
Sprite MkIII	64-66	12,000	7500	3500	1600	1098	90	M5 (E39)	98-04	24,500	17,250	8500	6000	4941 155	GS/GSA	70-85	4500	3000	1500	700	1220 100
Sprite MkIV	66-71	10,250	6500	3000	1300	1275	96	3 Series sal (E30) 325i sal (E30)	82-91 85-91	7500 10,500	5000 7250	2250 3000	1000	1990 123 2494 130	CX Prestige	74-89 77-89	6500 8000	4250 5000	1850 2400	750 1000	2165 115 2347 116
AUTOBIANCHI					(autol	pianchireç	ister.com)	325i Sport (E30)	89-91	24,000	16,000	8000	4000	2494 133	CX GTi/GTi turbo	77-89	11,000	8000	3500	1600	2347 137
Bianchina Trans/Cab	57-68	25,000	19,500	13,500	7250	499	68	3 Series (E30) conv M3 (E30)	86-93 86-90	12,500 62.500	8500	3250 32.500	1250 22.000	2494 130 2302 143 A	BX GTI 16V	87-93	6000	4000	1850	900	1905 130
BENTLEY				Rent	ev Drivers' (	:lub (0129	5738886)	M3 Evo II (E30)	88	80,000	47,500 62,500	42,500	28,500	2302 143 <b>A</b> 2302 143 <b>A</b>	CIAN				Clar	Owners' C	lub (01295 255539)
3-litre Tourer		450,000	275,000	200,000	140,000	2996	37000007	Z1	86-91	43,500	32,500	18,000	11,000	2494 140	Crusader coupé	71-74	6000	4000	2000	1000	875 102
4.5-litre Tourer 6.5 Litre Speed Six	27-31 28-30	1.1m 3.3m	800,000 2.75m	500,000 1.85m	350,000 1.1m	4398 6597	92	840/850 coupé 850CSi	90-99	18,000 47,500	12,250 38.500	5250 29,500	2500	4941 155 5576 155	DΔF				DAFO	(0) 1 / 1 /	
4.5 Litre 'Blower'	29-31	11m	7.75m	4.4m	2.75m	4398	98	M3/Evo (E36)	92-99	20,000	14,000	8750	5100	3201 155	55 Marathon coupé	68-72	3500	2250	950	500	ownersclub.co.uk) 1108 83
8 Litre	29-31	2.65m	1.65m	775,000	500,000	7982	101	Z3 4-cyl	96-01	3650	2500	1300	550	1895 127							
Derby 3.5 Park Ward Derby 3.5 coachbuilt	33-37 33-37	115,000 240.000	80,000 165.000	50,000 80,000	29,500 36.500	3669 3669	91	Z3 6-cyl Z3M Roadster	96-02 98-02	6000 21,000	4000 15.000	2100 9250	975 6400	2793 139 3201 155	DAIMLER DB18/Consort	39-53	10.000	Daimler 7250	& lancheste 3650	r Owners' C 1650	ub (01787 247436) 2522 76
Derby 4.25 PW	36-39	130,000	90,000	55,000	36,000	4257	96	Z3M Coupe	98-02	35,000	25,000	15,000	8500	3201 159	DB18 con	39-50	26,000	18,500	9500	5000	2522 76
Derby 4.25 coachbuilt		265,000	175,000	85,000	40,000	4257	96	Z8	00-03	135,000	112,500	85,000	64,000	4941 155	DB18 Sports Special	49-53	42,500	30,000	16,500	8250	2522 80
MkVI 4.3/4.6-litre MkVI con	46-52 51-52	37,500 120,000	27,500 90,000	15,500 45,000	8750 27,500	_	100	M3 (E46) M3 CSL (E46)	01-06	20,000 47,500	14,000 41,000	9500 36,000	5500 32,000	3246 155 3246 155	Conquest/Century Conquest Rdstr/DHC	53-58 54-57	8750 36,000	6400 25,000	3000 15,000	9000	2433 90 2433 100
R-type saloon	52-55	45,000	30,000	17,500	9500	4566	106	Z4M	06-08	17,250	15,000	12,250	10,000	3246 155	104/Majestic	56-62	8500	6200	3000	1500	3794 100
Coachbuilt con R-type Continental		150,000 875,000	117,500	65,000 500,000	37,500 400,000	_	106	DAVID							Majestic Major SP250 sports	60-68 59-64	22,000 50,000	15,000 36,000	7500 21,000	3000 14,000	4561 119 2548 123
S1/S2 saloon	55-62	42,500	30,000	17,000	8000	4887	101	BOND Minicar MkA-G	48-65	6250	4500	2000 2000	1000 (bon	downersclub.co.uk) 250 55	2½-litre/V8 250	62-69	20,000	13,750	6250	2750	2548 112
S1Cont Mulliner		440,000			150,000	_	115	GT2+2/4S	63-70	6600	4500	1850	850	1147 83	Sovereign (420)	66-69	16,500	12,000	5750	2500	4235 117
S1 Cont PW coupé S1 Cont P Ward con		337,500	250,000 540,000	_	110,000	_	114	Equipe GT Bug	67-70 70-74	7750 14,500	5400 9500	1750 4000	850 2000	1998 100 701 75	Sovereign (XJ6) SI  Double-Six SI	69-73 72-73	12,500 15,000	8000 10,250	3500 4750	1250	4235 120 5343 140
S2 Cont Mulliner		250,000	180,000	105,000	75,000	_	115	Dug	70 74	14,500	7500	4000	2000	701 73	4.2 coupé	75-78	24,500	14,500	7250	4250	4235 120
S2 Park Ward con		335,000	250,000		90,000	_	115 🔻	BORGWARD						Club (07788 973884)	Double-Six Coupé	75-77	26,500	16,500	9250	4650	5343 140
S2 Flying Spur 4dr S3 saloon	59-62 62-65	167,500 46,500	130,000 34,000	70,000	50,000 9000	_	120	Isabella TS Isabella coupé	54-61	12,500 28,500	20,000	4250 12,000	7000	1493 93 1493 98	Sovereign SII/III  Double-Six SII/III	73-86 74-86	9000	6000 7250	1850 3500	750 1300	4235 126 5343 150
S3 MPW 2dr coupé	62-65	240,000		90,000	55,000	_	120 🔻		33 01	20,000	20,000	,000	, 300		Soucie Six Sil/ III	,, 00	,000	, 230	5500	.500	23.0 100
S3 MPW con		250,000	170,000	110,000	65,000	6230	116	BRISTOL						Assn (bristoloda.org)	DATSUN	(0.74	25.000	17500	0500	(000	Z Club (zclub.net)
S3 Flying Spur 4dr T1 saloon	62-65 65-76	170,000	120,000	75,000 6750	50,000 2500	_	118	400	47-50 49-55	72,000 61,500	50,000 45,000	30,000 25,000	20,000	1971 92 1971 94	240Z 260Z	74-79	25,000	17,500 15,000	9500 7000	6000 3500	2393 125 2565 127
T2 saloon	77-80	18,000	13,500	6250	2250	_	120	Arnolt-Bristol	_	_	220,000	165,000	110,000	1971 109	280ZX/2+2	78-83	12,000	8500	4000	1850	2753 111 🛦
MPW/Corniche cpé	66-80	45,000	35,000	21,000	9000		120	404		72,500	52,500	35,000	22,000	1971 110	240K Skyline	73-81	19,500	13,000	7000	4000	2392 112
MPW/Corniche conv Mulsanne/Eight	67-85 80-92	62,000 12,500	47,500 9750	27,500 5000	16.500	6750 6750	118	405 saloon 405 con	54-56	52,000 150,000	35,000 110,000	20,000	10,000	1971 94 1971 100	DELAHAYE				The Dela	hava Club (	clubdelahave.com)
Mulsanne Turbo	82-86	14,000	10,500	5500	2250	_	135 🔻	406	58-61	45,000	31,000	16,000	9000	2216 104	135M/MS Coupé	35-39	425,000	300,000			3557 n/a ▼
Turbo R/RL	85-97	16,250	11,500	6000	2200	_	135 🔻	407, 408, 409	62-69	47,500	34,000	17,500	9250	5130 122	135M/MS Cabriolet		_		_		3557 n/a
Turbo RT Continental con	95-97 84-94	18,500 67,500	14,500 55,000	10,000 37,500	5000 22,500	_	152 140	410, 411 412, Beaufighter	69-76 76-93	55,000 40,000	39,000 28,000	19,500 16,500	10,500	5900 140 5900 150	135M/MS Coupé 135M/MS Cabriolet	46-53 46-53	155,000 275,000	110,000	_	40,000 70,000	3557 n/a 3557 n/a
Continental R	91-02	42,500	33,500	24,000	17,500	6750	151	603, Britannia, Brig.	76-94	37,500	26,500	16,000	8250	5900 150	235 Chapron coupé		110,000	75,000	_	.,	3557 120
Continental T Brooklands	96-02 92-98	62,500 14,500	50,000 11,500	37,500 8000	30,000 4750	_	175 140	DUCATT					w: 0	OlL (01050 050100)	DELIGINA				D. II.		
Azure		56,000	45,000	36,500	27,000	_	150	BUGATTI Type 57 Galibier sal	34-39	290,000	230,000		tti <b>O</b> wners' 130,000	Club (01242 673136) 3257 95	DELLOW Mark I-V sport-trials	49-57	20,000	15,000	Dellow F 9000		llowregister.co.uk) 1172 65
								Type 57 Ventoux 2dr	34-39	450,000	335,000	250,000	170,000	3257 95							
BERKELEY Sports SA322/SE328	56-58	9000	Berke 6250	ley Enthusia 3650	sts' Club (bi 2400	erkeleyca 328	club.com) 65	Type 57 Stelvio con Type 57 Atalante cpe		675,000 1.5m	525,000 1.2m	350,000 850,000			DHORFAN DMC-12 coupé	81_92				91567388 10,500	, deloreans.co.uk) 2849 109
Sports SE492	58-59	12,000	7000	3750	2500	_	80	Type 57 Atalante cpe	_	7m	6.2m	5.5m	550,000 5m	3257 100	one iz coupe	01-02	J-4,UUU	20,000	17,000	10,300	204/ 107
B95/B105	59-61	12,500	7500	4250	2750	692	90	EB110	92-95				375,000		DETOMASO	(5.	207				letomasodc.co.uk)
T60 3-wheeler	59-61	8250	6000	3600	2000	328	60	Veyron	05-11	1.35m	1.1m	850,000	n/a	7993 253	Mangusta Pantera	67-72 72-89	200,000	168,500 67,500		105,000 22,000	4727 150 5763 160
BIZZARRINI							club.com)	CATERHAM						ren Club (lotus7.club)	Deauville	70-88	36,000	26,000	15,000	7000	5763 150
5300GT Strada	65-69	750,000	600,000	520,000	450,000	5354	165	Seven (sp)	73-91	20,000	14,000	8000	5250	1599 110	Longchamp	72-89	42,000	34,000	16,500	8500	5763 150

			P	Private sa	le		- ge				F	Private sal	e	90				Р	rivate sale		- g
NIC DENOTES NEW	_	Concours/ Dealer	4	ō	ng L		Top speed Price change	NE DENOTES NEW	_	Concours/ Dealer		ō	rg L	speed e change	NE DENOTES NEW	_	Concours/ Dealer	<b>.</b>	ō	-gs	cc Top speed Price change
DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concol	Mint	Cood	Rough	ម	Top	GUIDE ENTRY TO PRICE	Year		Min	Cood	Rough	cc Top s Price	ENTRY TO PRICE	Year		Μint	Pooo	Rough	
DKW Sonderklasse/3=6	53-59	19,000	14,000	7000	DKW Owner 3500	r <mark>s' Club (</mark> 896	dkw.org.uk) 76	550/575M Maranello Enzo	96-06 02-04	87,500 2.1m	70,000 1.8m	55,000 1.4m	42,500 n/a	5474 199 5998 220	Escort MkII RS2000 Escort XR3	75-80 81-83	36,500 10,500	25,000 7500	12,500 3500		1993 109 1597 113
1000SP/A Union sp	58-65	17,500	12,500	6500	3750	980	82	LIIZO	02 04	2.1111	1.0111	14111	11/4	3770 220	Escort XR3i	83-86	8750	6500	2750	1250	1597 116
1000/1000S sal/cpé	58-63	11,000 4750	7500 3250	3750 1750	2000	980 1175	80	FIAT FOO Topolino	48-55	13.500	9750	5000	fiat Motor C 2250	Hub (0208 372 4028)	Escort RS1600i	83-84 86-90	22,500	16,000	8000 2500	3750 1100	1597 117 1597 116
F102 saloon	64-66	4/50	3250	1/50	900	11/5	84	500 Topolino 600/600D	55-70	10,500	7000	3000	1250	569 60 633 66	Escort XR3i (MkIV) Escort XR3i cabrio	84-90	8000	5500	2400		1597 116
DODGE	00.00	75.000		24.000	4/ 000	7074	4/5	600 Multipla (MPV)	55-60	27,000	19,000	12,500	6750	767 59	Escort RS Turbo S1	84-85	25,000	17,000	8500	4000	1597 122
Viper RT 10/GTS	92-02	35,000	28,000	21,000	16,000	7974	165	500/D/F/L/R 1500S/1600S Osca sp	57-75 59-66	16,000 29,500	10,000	4000 13,500	2000 7250	499 61 1568 105	Escort RS Turbo Capri Mkl 1.3/1.6	85-90 69-74	20,000	14,000 9250	7000 4500	3000 2000	1597 124 1599 95
ELVA					lva Owners'			2300S	61-68	30,000	22,000	16,000	10,000	2280 120 🔻	Capri GT 1.6/2.0	69-74	20,000	14,000	7500	3750	1996 107
Courier sports/cpé MkIII/MkIVT-type	58-61 62-69	27,500 25,000	22,000	12,000	6750 7000	1498 1798	100	850 Coupé 850 Spider	65-73 65-73	9000	6000 9500	2750 4500	1400 2400	903 96 903 96	Capri 3000GT Capri 3000E/GXL	70-74 70-74	24,000	15,000 18,500	7750 8500		2994 113 2994 113
тишт натт сурс	02 07	20,000	20,000	12,000	7000	1170		124/Special 1.2/1.4	66-73	2650	1750	850	400	1438 100	Capri RS2600	71-74	52,500	42,500	25,000		2637 124
FACEL VEGA FV 4.5/4.8/5.4/5.8	54-59	175,000	127,500	95,000	cel Vega Car 65,000	Club (01 5801	621 818608) 125	124 Coupé 124 Spider 1.4/1.6	66-75 66-74	10,500	7250 14,000	3000 9000	1100 3750	1756 115 1608 112	Capri RS3100 Capri II/III 1.6/2.0	73-74 74-82	60,000	47,500 8250	25,000 2750	16,000 1250	3091 125 1993 110
HK500	59-61	170,000		99,000	60,000	6286	130	124 Spider 1.8/2.0	75-81	17,000	11,500	6000	2500	1756 108	Capri II/III 3.0	74-82	25,500	18,000	7500		2994 116
Facel II		275,000		150,000				124 Spider Abarth	72-75	56,000	40,000	30,000	17,500	1756 118	Capri III 2.8i	81-87	22,500	15,000	6000		2792 129
Facellia/Facel III	60-64	70,000	48,500	30,000	16,500	1647	114	Pininfarina Spider Dino Spider 2.0/2.4	82-85 67-73	17,500	12,000 95,000	6750 62,500	2750 42,500	1995 104 2418 130	Capri 280 Brookland Consul/Granada 3.0	72-77	26,000 15,000	18,000 9500	8750 4250		2792 129 2994 113
FAIRTHORPE					Sports Car (			Dino Coupé 2.0/2.4	67-73	50,000	36,000	22,000	15,000	1987 122	Granada 3.0 Coupé	74-77	16,500	10,500	4750		2994 111
Electron Minor TX-GT/S/SS coupé	57-73 67-73	5000 4500	3750 3250	2250 1850	1250 750	948 1998	112	130 saloon 2.8/3.2 130 Coupé	69-76 72-76	6250 20,000	4500 14,000	2250 7500	1100 3600	3235 112 3235 118	Granada MkII Fiesta XR2 MkI	77-85 81-83	9000	14,000	2500 6500	1250 3000	2792 117 1599 106
1х 41/3/33 соцре	0/ /3	4300	3230	1030	730	1770	TIZ	127 Sport 1300	81-83	6250	4000	2000	1000	1301 102	Fiesta XR2 MkII	84-89	13,000	8500	3750	1650	1597 109
FERRARI	40.50	7 / 5	7.25		ari Owners' (			128 3P coupé	75-78	6500	4500	2000	1000	1301 102	Fiesta XR2i MkIII	89-94	7500	5250	2500	1250	1596 116
166MM Barchetta 166 Inter	48-50 48-51	3.65m 1m	3.25m 750,000	3m 550,000	2.75m 400,000	1995	125	X1/9 Panda	77-89 80-96	10,000 3000	6000 2000	3000 1000	1400 500	1290 100 903 87	Fiesta RS Turbo RS200	90-92 85-86	16,000 140,000	12,000	6000 87,500	3500 66,500	1596 129 1803 140
212 Inter	51-52	1.4m	1.1m	800,000		_	120	Panda 4x4	84-92	7500	5000	2250	1000	999 83	Sierra XR4i	83-85	8750	6000	2850		2792 125
340 America 250 Europa SI/SII	51 53-55	3m 1.3m	2.6m 1.15m	2.2m 1m	1.75m 900,000	4101 2963	136	Strada Abarth 130TC Coupé/Turbo	84-88 94-00	15,000 5750	10,000 3650	4000 1500	1750 500	1995 117 1998 149	Sierra XR4x4 Sierra RS Cosworth	85-90 85-87	7500 50,000	5000 35,000	2300 18,000	1000	2792 127 1993 145
410 Superamerica	56-59	4m	3.4m	2.75m	2.25m	4962	165	Barchetta	95-02	6750	4250	2200	1000	1747 118	Sierra RS500	87	77,500	60,000	_	24,000	1993 149
250GT Boano/Ellena	56-59	700,000		400,000		_	157				D0 00 (011)	20011500)		(01000 00000)	Sapphire RS Cos.	88-92	25,000	16,500	8000		1993 154
250GT Cabrio S1 250GT Berlinetta TdF	57-59 57-59	4.5m 4.5m	3.9m 4.2m	3.4m 4m	3m n/a	2953 2953	155	FORD A	AVO OC (015	(27 542251) Sporting	; RS OC (011) Escort OC (	3 984 1583); 01359 23138		Intl (01386 860860); a OC GB (mocab.net)	Escort RS2000 Escort RS2000 4x4	91-96 94-96	7250 13,500	4500 10,000	2250 7500		1998 131 1998 130
250GT PF coupé	58-62		340,000	250,000			_	Prefect	40-53	8000	5750	2500	1250	1172 68	Escort RS Cosworth	92-96	50,000	40,000	,	20,000	1993 144
250 Cal' Spider lwb 250 Cal' Spider swb	58-62 60-63	8m 14m	7m 13m	6.25m 11.5m	5.5m n/a	2953 2953	155 149	Pilot V8 Anglia/Popular 103E	47-51 46-59	19,500 8000	13,000 5500	7000 2600	3500 1300	3622 82 1172 61	Focus RS Mkl	02-03	17,000	13,750	10,000	6000	1988 144
250GT SWB (steel)	60-63	6.5m	6.2m	5.75m	5.5m	2953	_	Anglia 100E/Popular	53-62	6750	4750	2000	1100	1172 71	FRAZER NASH	,			VSCC Fraze	r Nash secti	on (01285 720483)
250GT SWB (alloy)	59-62	12m	10m	9m	8m	2953	155	Prefect 107E	59-61	7000	5000	2500	1350	997 73	Le Mans Replica	48-52	675,000	550,000	375,000	320,000	1971 115
250GT Cabrio Se2 250GTE 2+2	60-62	1.m 335,000	900,000	725,000		_		Anglia 105E Anglia 123E	59-68 62-68	10,000	5500 6750	2650 3500	1600 2000	997 74 1197 82	GILBERN				Gilher	n Owners' C	lub (01926 512136)
250GTO	62-64	56m	45m	40m	n/a	2953		Consul MkI	50-56	8750	6000	2950	1450	1508 73	Genie	66-70	13,750	9500	4750		2994 120
250LM 250GT Lusso	64-66	15m 1.2m	13m 975,000	11.5m 840,000	n/a 725,000	2953 2953	159 150	Zephyr Six Mkl Zephyr Zodiac	50-56 53-56	13,000	9000	4250 5500	2000	2262 82 2262 84	Invader I/II Invader III	69-72 72-74	14,000	9750 11,000	5000 5500		2994 116 2994 120
400 Superamerica	60-64	2m	1.8m	1.65m	1.5m	3967	162	Consul Mkl con	52-56	16,500	12,500	6750	4000	1508 73	IIIVadei III	12-14	13,000	11,000	3300	2/30	2774 120
500 Superfast	64-67	1.9m	1.6m	1.35m	1.2m	4962		Zephyr Mkl con	52-56	23,000	18,000	12,000	6750	2262 82	GINETTA	14.10			.,		rship@ginetta.org)
275GTB (steel) 275GTB (alloy)	64-66	1.5m 2.3m	1.35m 2.1m	1.2m 1.9m	1m 1.7m	3286 3286	150	Consul MkII Zephyr MkII	56-62 56-62	8750 14,000	5750 9750	2500 4500	1250 2000	1703 79 2553 88	G4 1.0/1.5 G15 875/998	61-68	22,000 13,000	17,000 8000	12,000 4000	8000 1850	1498 115 998 108
275GTS	64-66	1.1m	1m	925,000		_	150	Zodiac MkII	56-62	17,500	12,500	6000	2750	2553 88	G211800/1800S	71-78	14,000	10,000	4750	2000	1725 120
275GTB/4 (4-cam) 330GT 2+2	66-68	2m 210,000	1.85m 155,000	1.75m 125,000	1.65m 95,000	3286 3967	165	Consul MkII con Zephyr MkII con	56-62 56-62	12,750	8750 15,000	4750 9000	2500 5500	1703 78 2553 88	G33	91-93	15,000	11,000	7000	5000	3946 137
330GTC				275,000		_	150	Zodiac MkII con		24,000	17,500	10,500	6250	2553 88	GORDON-KEEBLE			G	ordon-Keeble	Owners' Cl	ub (0121 459 9587)
330GTS	66-68	1.45m	1.25m	1.1m	975,000		150	Zephyr MkIII	62-66	13,000	10,000	4400	1750	2553 95	GK1/IT	64-67	97,500		49,500		
Dino 206GT Dino 246GT	_	_	300,000 240,000	260,000	180,000	_	145	Zodiac MkIII Zephyr 4/6 MkIV	62-66	17,500 8250	12,000 5750	5750 2500	2000	2553 100 2994 100	HEALEY			Де	sociation of H	lealev Owne	rs (01425 480243)
Dino 246GTS		,	275,000	190,000			150	Zodiac MkIV/Exec	66-72	9250	6750	3250	1400	2994 100	Silverstone sports		165,000	130,000	107,500	85,000	2443 107
365GT 2+2 365GTC	67-71	175,000	145,000 400,000	95,000 360,000	60,000 320,000	_	152 155 <b>▼</b>	Consul Classic Consul Capri	61-63	10,500	7250 11,000	3250 5500	1350 2500	1498 79 1340 84	Abbott con Tickford saloon	50-54	42,500 34,000	35,000 26,000	24,000 16,500		2443 100 2443 102
365GTB/4 Daytona		_		375,000			_	Consul Capri GT		20,000	14,000	8000	3500	1340 95	Tickford Sulcon	30 34	34,000	20,000	10,500	7500	2445 102
365GTS/4 Spider 365GTC/4 2+2	72-73 70-72	1.95m 215,000	1.7m 167,500	1.4m 127,500	n/a 102,500	4390 4390		Corsair/V4	64-70 64-70	7000 8500	4850 6250	2250 3000	1100	1663 90 ▲ 1996 100	HEINKEL/TROJAN	E4 4E	20,000	14,000			Club (01527 501318)
365GT4 2+2	72-76	62,500	47,500	29,500	18,500	4390		Corsair GT/2000E GT40	64-68	4m	3.2m	2.25m	1.75m	4736 198 <b>A</b>	Cabin Cruiser/200	30-03	20,000	14,000	9300	6000	198 60
365GT4 BB		275,000		185,000			_	Mustang coupé	64-68		20,000	12,000	6500	4727 120	HILLMAN	70.10	(75.0				lub (01789 414789)
512BB 512BBi	76-81 81-85	205,000		142,500	112,500 110,000			Mustang fastback Mustang con	65-68	35,000 34,000	26,000 25,500	15,500 16,000	9000	4727 120 4727 111	Minx Ph. I-II Minx Ph. I-II con	39-48 39-48	6750 13,000	5250 9000	2200 4000		1185 65 1185 65
308GT4 2+2	73-80	47,500	36,500	25,000	18,000	2926	156	Mustang GT350	65-66	230,000	190,000	115,000	90,000	4727 133	Minx Ph. III-VIIIA	48-56	6000	4000	1750	800	1390 73
308GTB (grp) 308GTB/GTS	75-77 77-80	125,000	92,500 52,000	70,000 37,500	50,000 24,000			Mustang GT500 Cortina MkI	67-70 62-66	150,000	115,000 7500	90,000 3500	65,000 1400	6800 130 1498 82	Minx Ph. III-VIIIA con Californian	48-56 53-56	10,750 8750	7250 5750	3500 2950		1390 73 1390 74
308GTBi/GTSi	80-82	55,000	40,000	30,000	21,000	2926		Cortina MkI GT		24,000	17,500	8000	3500	1498 91	Minx SI-IIIC	56-63	6250	4250	2000		1592 80
308GTB qv/GTS qv	82-85	63,000	48,500	35,000	23,000	2926		Cortina MkII	66-70	10,000	7000	3400	1500	1599 87	Minx SI-IIIC con	56-62	9500	6750	3350	_	1494 80
328GTB/GTS 400/400i/412i man.	85-88 76-89	72,000 44,000	55,000 35,000	43,500 22,000	30,000 12,000	3195 4823	163 158	Cortina MkII GT Cortina 1600E	66-70 67-70	11,750	9000	4000 4250	1750 1750	1599 98 1599 98	Minx SV-VI Husky II/III estate	63-67 58-66	4250 6600	2750 4500	1250 2000		1725 81 1390 74
400/400i/412i auto	76-89	37,500	30,000	17,500	10,000			Cortina MkIII	70-76	9750	6750	3250	1500	1993 101	Super Minx SI-IV	61-66	5500	3500	1650		1725 86
Mondial cabrio	81-94	35,000	27,500	16,500	9500	2926	_	Cortina MkIII GT/GXL		11,000	7500	3750	1850	1993 104	Super Minx con	62-64	8250	5750	2750		1592 84
Mondial cabrio 348/Spider	84-94 89-94	38,000 47,500	30,000 40,000	19,000 32,000	12,000 24,000	2926 3405		Cortina MkIII 2000E Cortina MkIV/V	73-76 76-82	11,500 9000	8000 6000	4000 2500	2000 1200	1993 105 2293 110	Imp Imp Californian	63-76 67-70	5500 6250	3750 4500	1750 2200	850 1000	875 81 875 81
F355 GTB	94-99	70,000	60,000	49,000	36,500	_	_	Escort MkI 1.1/1.3	68-75	11,000	8000	4000	2000	1298 83	Husky (Imp)	66-70	5750	4000	1800	900	875 80
F355 GTS/Spider 360 Modena	95-99 99-05	67,500 58,000	59,500 52,000	48,000 45,000	37,500 40,000	3496 3586		Escort Twin Cam Escort GT/Spt/1300E	68-71 68-75	55,000 18,500	42,500 13,250	30,000 7000	22,500 4000	1558 113 <b>▼</b> 1298 96	Hunter GLS Avenger GT/GLS	72-76 71-81	20,000	14,000 4000	6500 1750		1725 110 <b>A</b> 1598 98
Testarossa	84-90	82,500	70,000	52,500	37,500	4942	181	Escort Mexico	70-75	37,500	25,000	16,000	10,000	1599 99	Avenger Tiger  Avenger Tiger	72-73		11,000	6000		1599 100
512 TR	91-94 94-96	125,000 185,000		70,000 115,000	50,000 80,000	_		Escort RS1600	70-75 73-74	60,000 45,000	47,500 35,000	32,500	25,000 14,000	1601 113 1993 108	HONDS						.t. (010) 5.5.5.0000)
F512 M 456GT	94-96	47,500	36,000	25,000	18,500	4943 5474	194 184	Escort RS2000 Escort MkII sal	75-80	10,000	6500	21,000 2950	1250	1993 108 1297 93	HONDA S800 coupé	66-70	27,500	20,000	onda <b>S800 S</b> 12,000	ports Car Clu 6750	<u>ıb (0121 444 2988)</u> 791 96
456MGT	98-03	55,000	42,000	28,500	22,000	5474	185	Escort MkII Ghia	75-80	12,000	8000	4000	2000	1599 97	S800 sports	66-70	35,000	26,000	17,000	10,000	791 96
288GTO F40	84-87 88-92	2.1m 1.25m	1.9m 1.15m	1.75m 850,000	1.6m n/a	2855 2936	190 201 <b></b>	Escort MkII Sport Escort MkII Mexico	75-80 76-78	20,000 35,000	15,000 25,000	7500 15,000	3750 9000	1599 101 1593 105	CRX 1.6i/V-TEC NSX 3.0	86-91 90-02	7500 55,000	5250 42,500	2750 30,000		1595 125 2977 158
F50	95-97	2.2m	1.8m	1.3m	n/a	4698	_	Escort MkII RS1800		70,000	52,500	36,000	27,500	1835 112	Beat	91-95	4750	3000	1500	900	656 84
.550															000						

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	ours/	_	Private sa		speed	change			ours/	Р	rivate sal			speed change			ours/	,	Private sale		speed
DENOTES NEW ENTRY TO PRICE	Year Concours/	Dealer Mint	D000	Rough	CC Top sr	Price c	DENOTES NEW ENTRY TO PRICE	Year	Concours/ Dealer	Mint	C000	Rough	ម	Top sp Price c	DENOTES NEW ENTRY TO PRICE	Year	Concours/ Dealer	Mint	D000	Rough	CC Top sr
Integra Type R DC2	98-01 14,0	_		3500	1787 14	_	XJ-S 3.6	83-89	8500	5250	2200	800	3590	141	Beta Coupé 1.6/2.0	73-84	7500	5000	2100	900	1995 114
S2000 (AP1)	99-03 12,0			3250	1997 14		XJ-SC 3.6 cabrio	83-87	12,500	8750	4000	1750	_	134	Beta Coupé Volumex		9000	6000	2850	1450	1995 126
							XJ-SC V12 cabrio	85-88	16,000	11,000	5000	2000	5343	150	Beta Spider 1.6/2.0	75-82	11,000	7750	3250	1500	1995 114
HRG 1100/1500	38-56 60,	000 46,5	00 32,000	22,500	1496 81		XJ-S V12 con XJS V12	88-91 91-96	18,000	12,000	5250 5000	2400	5343 5994	150	Beta HPE Volumex	75-85 83-85	8250 12,000	5750 8000	2900 3750	1100 1750	1995 116 1995 116
1100/1300	30-30 00,	00 40,3	32,000	22,300	1470 01	_	XJS V12 con	91-96	17,500	12,000	5500	2500	_	160	Montecarlo	75-84	25,000	17,500	8500	3000	1995 120
HUMBER			Post-Vintage H	lumber Car	Club (01604 41	04363)	XJR-S	88-93	22,000	16,000	7750	3650	5993	158	Gamma	76-84	5000	3250	1500	650	2484 121
Hawk MkI-VI	49-57 75			1200	2267 80	_	XJS 4.0	91-96	14,750	9000	4000	1750	_	138	Gamma Coupé	76-84	9000	6000	3000	1250	2484 121
Hawk SI-IV Snipe	57-68 75 45-48 95	00 500		1150	2267 86 2731 72	_	XJS 4.0 conv XJ220	92-96 89-92	22,000 300,000	14,000	7000	3750 160,000		212	Rally 037 Stradale Delta S4 Stradale	82-83 85-87	400,000 275,000	325,000 220,000	250,000 145,000	n/a n/a	1995 128 1759 140
Snipe/P'man MkI-IV	45-56 10,0	_		1500	4139 91	_	XK8 4.0 fhc	96-02	7500	5250	2550	1500	3996	155	Delta HF Turbo	84-90	12,000	8000	3750	1750	1585 121
Super Snipe dhc	49-52 22,0	_		5000	4086 80	_	XK8 4.0 con	96-02	10,000	7000	3800	2300	_	155	HF Integrale	87-91	30,000	21,000	12,000	5000	1995 134
Super Snipe SI-VA Imperial	58-67 97 64-67 10,0	_		1250 1350	2651 10 2965 10	_	XJR (X308) sal XKR 4.0 fhc/con	97-03 98-02	7000	4400 8000	2000 4300	1000 2750	3996 3996	155 157	Integrale Evo 1 Integrale Evo 2	91-93 93-95	64,000 75,000	50,000	25,000 30,000	12,500	1995 135 1995 136
Sceptre MkI-II	63-67 75			1000	1725 90		ARR 4.0 IIIO COII	70-02	12,000	8000	4300	2/30	3770	137	Thema 8.32	88-90	17,000	11,500	5500	3000	2927 140
Sceptre MkIII	67-76 70			750	1725 98		JEEP								28		, , , ,	, , , , ,			
							Cherokee	92-01	12,500	7500	3200	1300	3960	107	LAND ROVER	10.57	Series I Cl		2666); SII Clu		
ISO Rivolta	62-70 82,	500 60,0	_	30,000	Club (020 889) 5359 140		JENSEN		Iongon Ou	vners' Club (	11075 57501	IO), Ioneon	Club (0120	ne e1/1079\	Series I 80in Series I	48-53 53-58	43,000 36,000	27,500	14,000 8000	5750 2000	1595 60 1997 60
Grifo		000 240,0		125,000			541/R/S	54-63	57,500	42,500	22,500	13,000		123	SII/IIA 2.2/2.6 88in	58-71	20,500	9500	3750	1250	2286 69
Grifo 7-litre	69-74 375,	_	000 215,000	140,000	6998 170	)	C-V8	62-65	55,000	40,000	20,000	11,000	6276	143	SII/IIA 2.2/2.6 109in	58-71	22,000	10,500	3900	1350	2625 75
Lele	70-74 44,	000 24,0	15,000	7500	5736 14	5	Interceptor MkI	67-69	60,000	40,000	18,500	8500	_	140 🛦	SIII 2.2/2.6/3.5	71-85	14,750	7750	2500	850	2625 73
JAGUAR	Car Club (	11772 7/1170	l); Drivers' Club (	N1582 /1102	39)- Enthusion	e' Club	Interceptor II-III FF	70-75 67-71	52,500 120.000	35,000 82,500	15,500	7500 40.000	6276 7212	140 🛕	SIII Stage 1 V8 Defender	79-83 84-90	17,500	10,000 8950	4250 3400	1450 1750	3528 86 2495 77
JAOUAIT	CAT CIUD (		i); Drivers' Club ( 7 969 8186); XK/				Interceptor SP	71-73	55,000	36,500	16,500	8000	_	144	Defender V8	85-90	17,250	10,000	4250	2250	3528 86
SS100 2½-litre		000 280,0	000 220,000	150,000	2663 94	1	Interceptor con	74-76	70,000	52,500	30,000	16,000	-	140	DefenderTdi	90-98	15,250	10,000	5000	1950	2495 80
SS100 3½-litre		_	265,000			_	Jensen-Healey/GT	72-76	15,000	10,500	5000	2000	1973	120	Defender Td5	98-07	18,275	13,000	5750	3000	2495 85
1½-litre 2½-litre	45-49 32,0 46-51 34,1			6750 7250	1776 70 2663 87	_	JOWETT	Jowett C	ar Club (O1	245 256944	· lunitor Ou	ners' Auto (	Club (0130	A 385700)	Range Rover 2dr Range Rover	70-72 73-78	45,000 36,000	32,000 25000	18,500 14,000	10,000	3528 96 3528 99
3½-litre	46-51 42,	_		9500	3485 92	_	Javelin	47-54	11,000	7500	3600	1750		77	Range Rover	78-89	25,000	16,000	4500	750	3528 106
MkV 2½-litre con	49-51 63,0	_		12,000	2663 87	7	Jupiter	50-54	30,000	23,000	16,000	9000	1486	85	Range Rover 3.9SE	89-96	17,500	9000	4000	1000	3947 108
MkV 3½-litre con	49-51 80,			20,000											Range Rover 4.2LSE	92-95	30,000	18,000	6500	1750	4192 110
XK120 alloy rdstr XK120 roadster	49-50 255, 50-54 115,			115,000 33.500	3442 133 3442 123		LAGONDA 2.6/2.9	48-57	59.500	42.500	25.000	Lagonda 12,500		5 <b>2 845451)</b> 100	LEA-FRANCIS				Ion Franc	ic Owners' (	Club (01865 4
XK120 dhc	50-54 100,			30,000	_	_	2.6/2.9 con	49-57	90,000	67,500	35,000	18,500	_	100	14hp/14/70 saloon	46-54	12,500	10,000	5000	2000	1767 75
XK120 fhc	51-54 90,	000 65,0	00 40,000	26,000	3442 12	1	Rapide	61-64	167,500	125,000	75,000	40,000	3995	135	14hp/2½-litre Sports	50-53	49,000	35,000	25,000	15,000	2496 100
C-type	51-54 4.5	_		2.9m	3442 14	_	Saloon SI-III	76-87	67,500	46,000	26,500	18,000	_	140							
XK140 roadster XK140 fhc	54-57 120, 54-57 70,0			32,000 26,000			Saloon SIV	87-90	72,500	52,500	32,500	22,000	5340	140	LOTUS				storic Lotus Re 2582); Lotus (		
XK140 IIIC XK140 dhc	54-57 115,0			32,000		_	LAMBORGHINI			Lamborghir	ni Owners' C	uh IIK (lami	hornhinicl	ubuk.com)	Six	53-56	35,000	26,500	17,500	13,000	1172 93
D-type	54-57 6.2	5m 5.2	m 4.1m	3.65m	3442 160	)	350GT/400GT Inter	64-67	500,000			225,000		147	Elite	57-63	85,000	67,500	47,500	30,000	1216 113
XK150 roadster	58-60 109,			27,500	3781 130	_	400GT		330,000		240,000	200,000	_	150	Seven SII	60-68	35,000	24,000	15,000	9000	1098 92
XK150 fhc XK150 dhc	57-61 70,0 57-61 100,0	_		20,000	3781 128 3781 123	_	Miura P400 Miura 400S	66-69	925,000 1.15m	700,000	550,000 625,000	460,000 540,000	_	170	Super Seven 1.3-1.6 Seven SIII 1.3/1.6	61-69	35,000 28,000	27,000 19,500	19,000	14,500 8250	1498 103 1599 108
XK150S 3.4 roadster	58-60 150,	_		57,500	3442 130		Miura SV	71-75	2m	1.8m	1.5m	n/a	_	175	Seven S4	69-73	15,500	11,500	6500	3500	1599 108
XK150S 3.4 fhc	58-60 90,	000 70,0	00 50,000	39,000	3442 129		Islero	68-70	200,000	155,000	125,000	105,000	_	160 🛦	Lotus Cortina MkI	63-64	62,500	48,500	32,500	24,000	1558 108
XK150S 3.4 dhc	58-60 116,	_		50,000			Jarama		120,000	86,500	57,500	40,000	3929	162	Lotus Cortina MkI	64-66	56,000	42,500	29,500	21,500	1558 107
XK150S 3.8 roadster XK150S 3.8 fhc	59-60 188, 59-60 106,	_		87,500 45,000	3781 136 3781 133	_	Espada II/III	68-70 71-78	150,000	112,000 85,000	65,000 54,000	37,500 30,000	3929 3929	154	Cortina II Lotus Elan S1 dhc	67-70 62-64	32,500 37,500	25,000 29,250	15,000	9000	1558 102 1558 119
XK150S 3.8 dhc	59-60 167,	_				_	Urraco P250	73-74	75,000	50,000	25,000	17,500	_	148	Elan S2-S4 dhc	64-71	33,500	25,000	16,000	10,000	1558 120
MkVII-MkIX	51-61 34,	_		5500	3442 10		Urraco P300	75-76	85,000	59,500	28,000	20,000	2997	158	Elan S3/S4 cpé	66-71	30,000	22,000	12,000	7250	1558 123
MkX/420G	61-70 20,0	_		3000 3650	4235 120 2483 96	_	Jalpa	82-86	74,000	49,500	30,000	21,000	3485	153	Elan Sprint con	71-73	47,500 42,500	37,500	24,000	15,000	1558 121 1558 121
Mk1 2.4/Mk2 2.4 Mk1 3.4	55-67 26,0 57-59 41,5		_	9000	2483 96 3442 120		C'tach LP400'Peri' Countach LP400		975,000 425,000		650,000 250,000	475,000 175,000	_	192 192	Elan Sprint Coupé Elan Plus 2	71-73 67-74	28,000	32,500 20,000	20,000	6000	1558 121 1558 121
Mk2 3.4	59-67 35,0			4000	3442 114		C'tach LP400S		350,000	275,000	195,000	140,000	_	164	Europa S2	67-71	20,000	14,500	7500	4500	1470 110
Mk2 3.8	59-67 50,0	0,00 30,0	14,000	5000	3781 12	1	Countach 5000	82-90	325,000	260,000	175,000	130,000	_	179	Europa TC/Special	71-75	33,500	22,500	11,000	6000	1558 123
S-type sal 240	63-68 23,0	_		3250	3781 12	_	Countach 25th Anni		225,000	195,000	152,500	120,000	_	179	Elite, Eclat	74-82	10,750	7500	3000	1250	2174 129
		00 15,2	50 7000	3250 3950	2483 10: 3442 12:		Diablo VT		160,000 175,000	130,000	95,000 105,000	70,000 82,500	_	202	Esprit S1 Esprit S2	76-78 78-81	38,500 29,500	30,000	21,000 14,000	13,500 9000	1973 124 1973 130
340		000 18,0	00 8950	3730			<del></del>		.,	.,	,= 00	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		_	-	80-87	35,000	25,000	13,000	7750	2174 148
				2500	4235 12		12							-	Esprit Turbo	_	33,000	_			
340 420 E-type 3.8 rdstr (ff)	67-68 27,0 66-68 16,5 61-62 187,	500 12,0 500 137,5	00 5750 600 92,500	2500 67,500	3781 14	5	LANCHESTER	4: 5:	750-		& Lancheste				Esprit S3	82-87	23,500	17,000	10,000	5750	2174 134
340 420 E-type 3.8 rdstr (ff) E-type 3.8 cpé (ff)	67-68 27,0 66-68 16,5 61-62 187, 61-62 145,	500 12,0 500 137,5 000 117,5	00 5750 600 92,500 00 80,000	2500 67,500 55,000	3781 14: 3781 14:	5	Ten (LD10)	46-51	7500	Daimler 5000	& lancheste 2400	r Owners' C 1200		<b>0 356285)</b> 69	Esprit S3 Excel	82-87 82-88	23,500 9000	17,000 6000	2750	1250	2174 130
340 420 E-type 3.8 rdstr (ff)	67-68 27,0 66-68 16,5 61-62 187,	500 12,0 500 137,5 000 117,5 000 115,0	00 5750 600 92,500 00 80,000 000 75,000	2500 67,500	3781 14: 3781 14:	5 5 5	Ten (LD10)	46-51	7500		2400	1200	1287	69	Esprit S3	82-87	23,500	17,000		_	
340 420 E-type 3.8 rdstr (ff) E-type 3.8 cpé (ff) E-type 3.8 roadster	67-68 27,0 66-68 16,5 61-62 187, 61-62 145, 62-64 160,	500 12,0 500 137,5 500 117,5 500 115,0 500 90,0	00 5750 00 92,500 00 80,000 000 75,000 100 57,500	2500 67,500 55,000 52,500	3781 145 3781 145 3781 145 3781 145	5 5 5 5			7500 26,500		2400		1287	69	Esprit S3 Excel Esprit X180	82-87 82-88 87-90	23,500 9000 22,000	17,000 6000 16,000	2750 8750	1250 5250	2174 130 2174 135
340 420 E-type 3.8 rdstr (ff) E-type 3.8 rpé (ff) E-type 3.8 roadster E-type 3.8 coupé E-type 4.2 S1 rdstr E-type 4.2 S1 coupé	67-68 27,6 66-68 16,5 61-62 187, 61-62 145, 62-64 160, 61-64 125, 64-67 150,	12,000 12,000 137,5000 115,000 115,000 1000 1000 1000 100	00 5750 00 92,500 00 80,000 00 75,000 00 57,500 00 70,000 00 52,500	2500 67,500 55,000 52,500 36,000 48,500 33,500	3781 14: 3781 14: 3781 14: 3781 14: 4235 14: 4235 14:	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Ten (LD10)  LANCIA Aprilia saloon Appia saloon	37-49 53-63	26,500 12,000	20,000 8000	2400 lancia Mot 11,000 4650	1200 or Club (lan 6000 2650	1287 Cialilotoro 1486 1089	69 Slub.co.uk) 80 80	Esprit S3 Excel Esprit X180 Esprit Turbo/SE Esprit S4 Turbo Esprit GT3	82-87 82-88 87-90 87-92 93-96 96-99	23,500 9000 22,000 30,000 37,500 38,500	17,000 6000 16,000 20,000 27,500 28,500	2750 8750 11,000 13,500 16,000	1250 5250 6600 8500 12,500	2174 130 2174 135 2174 156 2174 161 1973 163
340 420 E-type 3.8 rdstr (ff) E-type 3.8 rpd (ff) E-type 3.8 coupé E-type 3.8 coupé E-type 4.2 S1 rdstr E-type 4.2 S1 coupé E-type 51 2+2	67-68 27,6 66-68 16,5 61-62 187, 61-62 145, 62-64 160, 61-64 125, 64-67 150, 64-67 115,	12,000 12,000 137,5000 117,5000 115,000 1000 110,000 1000 1000 100	00 5750 00 92,500 00 80,000 100 75,000 100 57,500 100 50,000 100 52,500 100 22,000	2500 67,500 55,000 52,500 36,000 48,500 33,500 11,000	3781 14: 3781 14: 3781 14: 3781 14: 4235 14: 4235 14: 4235 13:	5 5 5 5 5 5 5	Ten (LD10)  LANCIA Aprilia saloon Appia saloon Aurelia B10/21/22	37-49 53-63 50-55	26,500 12,000 29,500	20,000 8000 24,500	2400 Lancia Mot 11,000 4650 12,500	1200 or Club (land 6000 2650 6500	1287 Idiamotoro 1486 1089 1754	69 80 80 90	Esprit S3 Excel Esprit X180 Esprit Turbo/SE Esprit S4 Turbo Esprit GT3 Esprit V8	82-87 82-88 87-90 87-92 93-96 96-99 96-04	23,500 9000 22,000 30,000 37,500 38,500 42,500	17,000 6000 16,000 20,000 27,500 28,500 32,500	2750 8750 11,000 13,500 16,000 21,000	1250 5250 6600 8500 12,500	2174 130 2174 135 2174 156 2174 161 1973 163 3506 175
340 420 E-type 3.8 rdstr (ff) E-type 3.8 rpé (ff) E-type 3.8 roadster E-type 3.8 coupé E-type 4.2 S1 rdstr E-type 4.2 S1 coupé E-type 4.2 S1 coupé E-type 512+2 E-type 51½/52 rdstr	67-68 27,6 66-68 16,5 61-62 187, 61-62 145, 62-64 160, 61-64 125, 64-67 150, 64-67 65,6 67-70 102,	12,000 12,000 137,5000 117,5000 115,000 10,000 110,000 82,5000 47,5	00 5750 00 92,500 00 80,000 00 75,000 00 57,500 00 70,000 00 52,500 00 22,000 00 44,000	2500 67,500 55,000 52,500 36,000 48,500 33,500 11,000 26,500	3781 14: 3781 14: 3781 14: 3781 14: 4235 14: 4235 14: 4235 13: 4235 14:	5 5 5 5 5 5 5 6	Ten (LD10)  LANCIA Aprilia saloon Appia saloon Aurelia B10/21/22 Aurelia B20GT	37-49 53-63 50-55 53-58	26,500 12,000 29,500 155,000	20,000 8000 24,500 115,000	2400 11,000 4650 12,500 82,500	1200 or Club (lan 6000 2650 6500 60,000	1287 0iamotoro 1486 1089 1754 2451	69 80 80 90 113	Esprit S3 Excel Esprit X180 Esprit Turbo/SE Esprit S4 Turbo Esprit CT3 Esprit V8 Carlton/Omega	82-87 82-88 87-90 87-92 93-96 96-99 96-04 90-92	23,500 9000 22,000 30,000 37,500 38,500 42,500 50,000	17,000 6000 16,000 20,000 27,500 28,500 32,500 35,000	2750 8750 11,000 13,500 16,000 21,000 19,000	1250 5250 6600 8500 12,500 15,000	2174 130 2174 135 2174 156 2174 161 1973 163 3506 175 3615 177
340 420 E-type 3.8 rdstr (ff) E-type 3.8 cpé (ff) E-type 3.8 coupé E-type 3.8 coupé E-type 4.2 S1 rdstr E-type 4.2 S1 coupé E-type 51 2+2	67-68 27,6 66-68 16,5 61-62 187, 61-62 145, 62-64 160, 61-64 125, 64-67 150, 64-67 115,	000 12,0 137,5 1000 137,5 1000 117,5 1000 115,0 1000 90,0 1000 110,0 1000 82,5 1000 47,5 1000 54,0 1000 54,0	00 5750 00 92,500 00 80,000 75,000 00 57,500 00 70,000 00 52,500 00 22,000 00 44,000 00 32,500	2500 67,500 55,000 52,500 36,000 48,500 33,500 11,000	3781 14: 3781 14: 3781 14: 3781 14: 4235 14: 4235 14: 4235 14: 4235 14: 4235 14:	5 5 5 5 5 5 5 6 5 5	Ten (LD10)  LANCIA Aprilia saloon Appia saloon Aurelia B10/21/22	37-49 53-63 50-55 53-58 55-56	26,500 12,000 29,500	20,000 8000 24,500	2400 Lancia Mot 11,000 4650 12,500	1200 or Club (land 6000 2650 6500	1287 1486 1089 1754 2451 2451	69 80 80 90	Esprit S3 Excel Esprit X180 Esprit Turbo/SE Esprit S4 Turbo Esprit GT3 Esprit V8	82-87 82-88 87-90 87-92 93-96 96-99 96-04	23,500 9000 22,000 30,000 37,500 38,500 42,500	17,000 6000 16,000 20,000 27,500 28,500 32,500	2750 8750 11,000 13,500 16,000 21,000	1250 5250 6600 8500 12,500	2174 130 2174 135 2174 156 2174 161 1973 163 3506 175
340 420 E-type 3.8 rdstr (ff) E-type 3.8 cpé (ff) E-type 3.8 roadster E-type 3.8 coupé E-type 4.2 S1 rdstr E-type 4.2 S1 coupé E-type 51 2+2 E-type 51 2+2 E-type 51 2/5 rdstr E-type 51 2/5 rdstr E-type 51 2/5 rdstr E-type 511//52 rdstr E-type 511//52 rdstr E-type 511//52 rdstr E-type 511//52 rdstr	67-68 27,0 66-68 16,1 61-62 187,1 61-62 145,1 62-64 160,1 61-64 125,1 64-67 150,1 64-67 65,0 67-70 102,1 67-70 46,1 71-75 89,1	12,000 12,000 137,5000 137,5000 117,5000 115,000 115,000 110,000 82,5000 47,5000 47,5000 54,000 54,000 55,000 55,000 65,0	00 5750 00 92,500 00 80,000 00 75,000 00 57,500 00 52,500 00 22,000 00 44,000 00 32,500 00 17,500 00 35,000	2500 67,500 55,000 52,500 36,000 48,500 33,500 11,000 26,500 20,000 10,000 22,500	3781 144 3781 144 3781 144 4235 144 4235 144 4235 134 4235 144 4235 144 4235 144 4235 134 4235 134	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Ten (LD10)  LANCIA Aprilia saloon Appia saloon Aurelia B10/21/22 Aurelia B20CT Aurelia B24 Spider Aurelia B24 conv Flaminia saloon	37-49 53-63 50-55 53-58 55-56 57-58 57-70	26,500 12,000 29,500 155,000 825,000 275,000 9000	20,000 8000 24,500 115,000 650,000 235,000 7000	2400 Lancia Mot 11,000 4650 12,500 82,500 560,000 190,000 3750	1200 or Club (land 6000 2650 6500 60,000 500,000 145,000	1287 1486 1089 1754 2451 2451 2451 2458	69 80 80 90 113 115 108	Esprit S3 Excel Esprit X180 Esprit Turbo/SE Esprit S4 Turbo Esprit GT3 Esprit V8 Carlton/Omega Elan SE turbo Elan S2 Elise S1	82-87 82-88 87-90 87-92 93-96 96-99 96-04 90-92 89-92 94-95 95-00	23,500 9000 22,000 30,000 37,500 38,500 42,500 50,000 10,500 18,000	17,000 6000 16,000 20,000 27,500 28,500 32,500 35,000 7000 8000 14,000	2750 8750 11,000 13,500 16,000 21,000 19,000 4000 5000 10,000	1250 5250 6600 8500 12,500 15,000 12,500 2000 3000 7000	2174 130 2174 135 2174 156 2174 161 1973 163 3506 175 3615 177 1588 137 1796 126
340 420 E-type 3.8 rdstr (ff) E-type 3.8 rod (ff) E-type 3.8 roadster E-type 3.8 coupé E-type 4.2 S1 rdstr E-type 4.2 S1 rdstr E-type 51.2+2 E-type 512+2 E-type 511//52 rdstr	67-68 27,0 66-68 16,0 61-62 187, 61-62 145, 62-64 160, 61-64 125, 64-67 150, 64-67 65, 67-70 162, 67-70 46, 71-75 89, 71-74 57,	000 12,000 137,5000 137,5000 115,0000 115,0000 115,0000 115,0000 115,0000 10,0000 10,0000 10,0000 47,5000 47,5000 54,000 54,000 65,000 65,000 42,50000 42,5000 42,5000 42,5000 42,5000 42,5000 42,5000 42,5000 42,50000 42,5000 42,5000 42,5000 42,5000 42,5000 42,5000 42,5000 42,500	00 5750 00 92,500 00 80,000 75,000 00 57,500 00 70,000 00 52,500 00 22,000 00 44,000 17,500	2500 67,500 55,000 52,500 36,000 48,500 33,500 11,000 26,500 20,000 10,000 22,500 10,500	3781 144 3781 144 3781 144 4235 144 4235 144 4235 144 4235 144 4235 144 4235 144 4235 135 4235 145 5343 150	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Ten (LD10)  LANCIA Aprilia saloon Appia saloon Aurelia B10/21/22 Aurelia B20CT Aurelia B24 Spider Aurelia B24 conv Flaminia saloon Flaminia coupé	37-49 53-63 50-55 53-58 55-56 57-58 57-70 59-67	26,500 12,000 29,500 155,000 825,000 275,000 9000 50,000	20,000 8000 24,500 115,000 650,000 235,000 7000 35,000	2400 Lancia Mot 11,000 4650 12,500 82,500 560,000 190,000 3750 22,000	1200  or Club (land 6000 2650 6500 60,000 500,000 145,000 1750 15,000	1287 1486 1089 1754 2451 2451 2451 2458 2775	69 80 80 90 113 115 108 100	Esprit S3 Excel Esprit X180 Esprit Turbo/SE Esprit S4 Turbo Esprit V8 Carlton/Omega Elan SE turbo Elan S2 Elise S1 Elise S2	82-87 82-88 87-90 87-92 93-96 96-99 96-04 90-92 89-92 94-95 95-00 00-05	23,500 9000 22,000 30,000 37,500 38,500 42,500 50,000 10,500 18,000 15,000	17,000 6000 16,000 20,000 27,500 28,500 32,500 35,000 7000 8000 14,000 12,500	2750 8750 11,000 13,500 16,000 21,000 19,000 4000 5000 10,000	1250 5250 6600 8500 12,500 15,000 12,500 2000 3000 7000 9000	2174 135 2174 156 2174 166 1973 163 3506 175 3615 177 1588 137 1796 126
340 420 E-type 3.8 rdstr (ff) E-type 3.8 roadster E-type 3.8 roadster E-type 3.8 coupé E-type 4.2 S1 rdstr E-type 4.2 S1 rdstr E-type 51½/52 rdstr E-type 51½/52 rdstr E-type 51½/52 2+2	67-68 27,0 66-68 16,0 61-62 187, 61-62 145, 62-64 160, 61-64 125, 64-67 150, 64-67 050, 67-70 102, 67-70 46, 71-75 89, 71-74 57, 68-73 10,0	12,000 12,000 137,500 137,500 137,500 137,500 137,500 137,500 137,500 137,500 137,500 137,500 137,500 137,500 147,500	00 5750 00 92500 00 80,000 00 75,000 00 57,500 00 70,000 00 22,000 00 40,000 00 32,500 00 35,000 00 22,500 00 22,500 00 22,500	2500 67,500 55,000 52,500 36,000 48,500 33,500 11,000 26,500 20,000 10,000 22,500 10,500	3781 144 3781 144 3781 144 3781 144 4235 144 4235 144 4235 144 4235 144 4235 144 4235 135 334 150 5343 150 2791 115	5 5 5 5 5 5 5 5 6 6 5 5 7	Ten (LD10)  LANCIA Aprilia saloon Appia saloon Aurelia B10/21/22 Aurelia B20GT Aurelia B24 Spider Aurelia B24 conv Flaminia saloon Flaminia coupé Flaminia CT/GTL/3C	37-49 53-63 50-55 53-58 55-56 57-58 57-70 59-67 59-67	26,500 12,000 29,500 155,000 825,000 275,000 9000 50,000 75,000	20,000 8000 24,500 115,000 650,000 235,000 7000 35,000 60,000	2400 11,000 4650 12,500 82,500 560,000 190,000 3750 22,000 46,000	1200 or Club (lan 6000 2650 6500 60,000 145,000 1750 15,000 27,500	1287 1486 1089 1754 2451 2451 2451 2458 2775	69 80 80 90 113 115 108 100 112	Esprit S3 Excel Esprit XI80 Esprit Turbo/SE Esprit S4 Turbo Esprit C73 Esprit V8 Carlton/Omega Elan SE turbo Elan S2 Elise S1 Elise S2 Elise 111/S	82-87 82-88 87-90 87-92 93-96 96-99 96-04 90-92 89-92 94-95 95-00 00-05 99-05	23,500 9000 22,000 30,000 37,500 38,500 42,500 50,000 10,500 18,000 18,000	17,000 6000 16,000 20,000 27,500 28,500 32,500 35,000 7000 8000 14,000 12,500 14,500	2750 8750 11,000 13,500 16,000 21,000 19,000 4000 5000 10,000 10,500 12,000	1250 5250 6600 8500 12,500 15,000 12,500 2000 3000 7000 9000 10,000	2174 130 2174 156 2174 160 2174 160 1973 163 3506 175 3615 177 1588 137 1796 126 1796 125 1796 132
340 420 E-type 3.8 rdstr (ff) E-type 3.8 rod (ff) E-type 3.8 roadster E-type 3.8 coupé E-type 4.2 S1 rdstr E-type 4.2 S1 rdstr E-type 51.2+2 E-type 512+2 E-type 511//52 rdstr	67-68 27,0 66-68 16,0 61-62 187, 61-62 145, 62-64 160, 61-64 125, 64-67 150, 64-67 65, 67-70 162, 67-70 46, 71-75 89, 71-74 57,	000 12,0 000 137,5 000 117,5 000 117,5 000 115,0 000 10,0 000 10,0 000 82,5 000 47,5 000 54,0 000 36,0 000 65,0 000 42,5 000 675,0 000 775,0	00 5750 00 92,500 00 80,000 00 75,000 00 57,500 00 52,500 00 22,000 00 32,500 00 35,500 00 35,000 00 35,500 00 22,500 00 22,500 00 25,500 00 35,500 00 35,500 00 35,000 00 35,500 00 35,000 00 35,000 00 35,000 00 35,000	2500 67,500 55,000 52,500 36,000 48,500 33,500 11,000 26,500 20,000 10,000 22,500 10,500	3781 144 3781 144 3781 144 4235 144 4235 144 4235 144 4235 144 4235 144 4235 144 4235 135 4235 145 5343 150	5 5 5 5 5 5 5 5 6 6 5 5 6 6 7 7	Ten (LD10)  LANCIA Aprilia saloon Appia saloon Aurelia B10/21/22 Aurelia B20CT Aurelia B24 Spider Aurelia B24 conv Flaminia saloon Flaminia coupé	37-49 53-63 50-55 53-58 55-56 57-70 59-67 59-67 59-67	26,500 12,000 29,500 155,000 825,000 275,000 9000 50,000	20,000 8000 24,500 115,000 650,000 235,000 7000 35,000	2400 Lancia Mot 11,000 4650 12,500 82,500 560,000 190,000 3750 22,000	1200 or Clifb (land 6000 2650 6500 60,000 500,000 145,000 1750 15,000	1287 1486 1089 1754 2451 2451 2451 2458 2775 2775	69 80 80 90 113 115 108 100	Esprit S3 Excel Esprit X180 Esprit Turbo/SE Esprit S4 Turbo Esprit V8 Carlton/Omega Elan SE turbo Elan S2 Elise S1 Elise S2	82-87 82-88 87-90 87-92 93-96 96-99 96-04 90-92 89-92 94-95 95-00 00-05	23,500 9000 22,000 30,000 37,500 38,500 42,500 50,000 10,500 18,000 15,000 35,000	17,000 6000 16,000 20,000 27,500 28,500 32,500 35,000 7000 8000 14,000 12,500	2750 8750 11,000 13,500 16,000 21,000 19,000 4000 5000 10,000	1250 5250 6600 8500 12,500 15,000 12,500 2000 3000 7000 9000	2174 135 2174 156 2174 166 1973 163 3506 175 3615 177 1588 137 1796 126
340 420 E-type 3.8 rdstr (ff) E-type 3.8 cpé (ff) E-type 3.8 roadster E-type 3.8 coupé E-type 4.2 S1 rdstr E-type 4.2 S1 rdstr E-type 4.2 S1 coupé E-type 512+2 E-type 512/5 rdstr E-type 511/52 rdstr E-type 511/52 rdstr E-type 511/52 vdstr E-type 511/52 2+2 X16 2.8 Series 1 X16 4.2 Series 1	67-68 27.0 66-68 16.1 61-62 187, 61-62 145, 62-64 160, 61-64 125, 64-67 150, 64-67 150, 67-70 76, 67-70 46, 71-75 89, 71-74 57, 68-73 10, 72-73 15, 73-79 11,0	12,000 12,000 137,5000 137,5000 117,5000 115,0	00 5750 00 92,500 00 80,000 00 75,000 00 75,000 00 52,500 00 22,000 00 35,000 00 17,500 00 35,000 00 22,500 00 22,500 00 22,500 00 22,500 00 22,500 00 22,500 00 35,000 00 4500 00 4500 00 35,000	2500 67,500 55,000 52,500 36,000 48,500 33,500 11,000 26,500 20,000 10,000 22,500 10,500 1000 1100	3781 144 3781 144 3781 144 3781 144 4235 144 4235 144 4235 144 4235 144 4235 144 4235 154 5343 156 5543 156 5791 111 4235 124 4235 124 4235 124 4235 124 4235 124 4235 124 4235 124 4235 124 4235 124	5 5 5 5 5 5 5 6 6 5 5 6 7 7	Ten (LD10)  LANCIA Aprilia saloon Aurelia B10/21/22 Aurelia B20GT Aurelia B24 Spider Aurelia B24 Conv Flaminia B300 Flaminia coupé Flaminia GT/GTL/3C Flaminia convertible	37-49 53-63 50-55 53-58 55-56 57-70 59-67 59-67 59-67	26,500 12,000 29,500 155,000 825,000 275,000 9000 50,000 75,000 120,000 12,500	20,000 8000 24,500 115,000 650,000 235,000 7000 35,000 60,000 95,000	2400 11,000 4650 12,500 82,500 560,000 190,000 3750 22,000 46,000 70,000	1200 or Club (lan. 6000 2650 6500 60,000 500,000 145,000 1750 15,000 27,500 47,500	1287 1486 1089 1754 2451 2451 2451 2458 2775 2775 2775 1488	80 80 90 1113 115 108 100 112 115 110	Esprit S3 Excel Esprit XI80 Esprit Turbo/SE Esprit S4 Turbo Esprit CT3 Esprit V8 Carlton/Omega Elan SE turbo Elan S2 Elise S1 Elise S2 Elise III/S 340R	82-87 82-88 87-90 87-92 93-96 96-99 96-04 90-92 89-92 94-95 95-00 00-05 99-05 00-02	23,500 9000 22,000 30,000 37,500 38,500 42,500 50,000 10,500 18,000 15,000 35,000	17,000 6000 16,000 20,000 27,500 28,500 32,500 35,000 7000 8000 14,000 12,500 14,500 28,500	2750 8750 11,000 13,500 16,000 21,000 19,000 4000 5000 10,000 10,500 12,000 22,000	1250 5250 6600 8500 12,500 15,000 12,500 2000 3000 7000 9000 10,000 16,000	2174 130 2174 156 2174 160 2174 161 1973 163 3506 175 3615 177 1588 137 1796 126 1796 132 1796 133 1796 133
340 420 E-type 3.8 rdstr (ff) E-type 3.8 rod(ff) E-type 3.8 roadster E-type 3.8 roadster E-type 3.8 rougé E-type 4.2 S1 rdstr E-type 51.2+2 E-type 51.2+2 E-type 511/52 rdstr E-type 511/5	67-68 27.0 66-68 16.1 61-62 187, 61-62 145, 62-64 160, 61-64 125, 64-67 150, 64-67 102, 67-70 76, 67-70 76, 68-73 10, 68-73 12, 73-79 11, 79-86 90	12,000 12,000 137,5000 137,5000 137,5000 117,5000 115,	00 5750 00 92,500 00 80,000 00 75,000 00 75,000 00 52,500 00 22,000 00 17,500 00 35,000 00 22,500 00 22,500 00 22,500 00 25,500 00 25,500 00 25,500 00 35,000 00 35,000 00 35,000 00 35,000 00 35,000 00 35,000 00 35,000 00 35,000	2500 67,500 55,000 52,500 36,000 48,500 33,500 11,000 20,000 10,000 10,000 1100 2000 1000 950	3781 143 3781 144 3781 144 4235 144 4235 144 4235 144 4235 145 4235 136 5343 156 5343 156 5343 156 5343 154 4235 124 5344 171 4235 124 5344 171	5 5 5 5 5 5 5 5 6 6 5 5 5 6 6 7 7 7	Ten (LD10)  LANCIA Aprilia saloon Appia saloon Aurelia B10/21/22 Aurelia B20CT Aurelia B24 Spider Aurelia B24 Sonv Flaminia saloon Flaminia coupé Flaminia CT/CTL/3C Flaminia Convertible Flaminia Sport Zag Flavia saloon Flavia coupé 1.5/1.8	37-49 53-63 50-55 53-58 55-56 57-58 57-70 59-67 59-67 59-67 61-70 62-68	26,500 12,000 29,500 155,000 825,000 9000 50,000 75,000 120,000 300,000 12,500 22,500	20,000 8000 24,500 115,000 650,000 7000 35,000 60,000 95,000 230,000 8000 15,000	2400  Lancia Mot 11,000 4650 12,500 82,500 560,000 190,000 3750 22,000 46,000 70,000 190,000 3500 7500	1200 or Club (land 6000 2650 6500 60,000 145,000 1750 15,000 27,500 47,500 150,000 1500 4000	1287 1486 1089 1754 2451 2451 2451 2458 2775 2775 2775 1488 1800	69 (Nub.co.uk) 80 (Nu	Esprit S3 Excel Esprit X180 Esprit X180 Esprit Turbo/SE Esprit S4 Turbo Esprit V8 Carlton/Omega Elan SE turbo Elan S2 Elise S1 Elise S2 Elise 111/S 340R Exige S1	82-87 82-88 87-90 87-92 93-96 96-99 96-04 90-92 89-92 94-95 95-00 00-05 99-05 00-02	23,500 9000 22,000 30,000 37,500 38,500 42,500 50,000 10,500 18,000 15,000 18,000 35,000 31,000	17,000 6000 16,000 20,000 27,500 32,500 35,000 7000 8000 14,000 12,500 14,500 28,500 24,000	2750 8750 11,000 13,500 16,000 21,000 19,000 4000 5000 10,000 10,500 12,000 22,000 17,000	1250 5250 6600 8500 12,500 15,000 12,500 2000 3000 7000 9000 10,000 16,000 13,500	2174 130 2174 135 2174 156 2174 161 1973 163 3506 175 3615 177 1588 137 1588 137 1796 126 1796 133 1796 133 1796 135 1796 136
340 420 E-type 3.8 rdstr (ff) E-type 3.8 roadster E-type 3.8 roadster E-type 3.8 roadster E-type 3.8 coupé E-type 4.2 S1 rdstr E-type 4.2 S1 rdstr E-type 512-2 X16 2.8 Series 1 X10 2.8 Series 1 X10 4.2 Series 1 X10 5.2 Series 2 X16 5.2 S2 X16 5.3 X112 Series 3 X112 Series 3 X112 Series 3	67-68 27,0 66-68 16,1 61-62 187,6 61-64 125,6 61-64 125,6 64-67 150,6 67-70 102,6 67-70 46,7 17-74 57,6 68-73 10,6 68-73 12,0 79-86 90,7 75-93 10,7	12,000	00 5750 00 92,500 00 80,000 00 75,000 00 75,000 00 25,500 00 22,000 00 35,000 00 35,000 00 25,500 00 25,500 00 35,000 00 35,000 00 35,000 00 35,000 00 35,000 00 35,000 00 35,000 00 35,000 00 35,000 00 35,000 00 35,000 00 35,000 00 35,000	2500 67,500 55,000 52,500 36,000 48,500 33,500 11,000 20,000 10,500 10,500 1100 2000 1000 950 1200	3781 14: 3781 14: 3781 14: 3781 14: 4235 14: 4235 13: 4235 14: 4235 13: 4235 15: 5343 15: 5343 15: 5343 15: 5343 12: 5343 14: 5344 11: 5343 14:	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Ten (LD10)  LANCIA Aprilia saloon Appia saloon Aurelia B10/21/22 Aurelia B20GT Aurelia B24 Spider Aurelia B24 Conv Flaminia saloon Flaminia coupé Flaminia CT/GTL/3C Flaminia Convertible Flaminia Sport Zag Flavia saloon Flavia coupé 15/1.8 Flavia Sport Zagato	37-49 53-63 50-55 53-58 55-56 57-58 57-70 59-67 59-67 59-67 61-70 62-68 63-67	26,500 12,000 29,500 155,000 825,000 9000 50,000 75,000 120,000 300,000 12,500 22,500 55,000	20,000 8000 24,500 115,000 650,000 235,000 7000 35,000 60,000 95,000 230,000 8000 15,000 40,000	2400  Lancia Mot 11,000  4650  12,500  82,500  560,000  190,000  3750  22,000  46,000  70,000  190,000  3500  7500  29,000	1200 or Club (land 6000 2650 6500 60,000 500,000 145,000 1750 15,000 47,500 150,000 1500 4000 17,500	1287 1486 1089 1754 2451 2451 2451 2458 2775 2775 2775 1488 1800 1800	69 (10 kg) (10	Esprit S3 Excel Esprit X180 Esprit Turbo/SE Esprit Turbo/SE Esprit S4 Turbo Esprit CT3 Esprit V8 Carlton/Omega Elan SE turbo Elan S2 Elise S1 Elise S1 Elise S2 Elise 111/S 340R Exige S1	82-87 82-88 87-90 87-92 93-96 96-99 96-04 90-92 89-92 94-95 95-00 00-05 99-05 00-02	23,500 9000 22,000 30,000 37,500 38,500 42,500 50,000 10,500 18,000 15,000 18,000 35,000 31,000	17,000 6000 16,000 20,000 27,500 28,500 32,500 35,000 7000 8000 14,000 14,500 28,500 24,000	2750 8750 11,000 13,500 16,000 21,000 19,000 4000 5000 10,000 12,000 12,000 22,000 17,000 17,000	1250 5250 6600 8500 12,500 15,000 12,500 2000 3000 7000 9000 10,000 16,000 13,500 Clith Marco 7000	2174 130 2174 135 2174 150 2174 161 1973 163 3506 175 3615 177 1588 137 1588 137 1796 126 1796 136 1796 136 1796 136 1796 136 1796 136
340 420 E-type 3.8 rdstr (ff) E-type 3.8 cpé (ff) E-type 3.8 roadster E-type 3.8 coupé E-type 4.2 S1 rdstr E-type 51.2+2 E-type 51.2+2 E-type 51.2+2 E-type 511/52 rdstr E-type 511/52 rds	67-68 27.0 66-68 16.1 61-62 187, 61-62 145, 62-64 160, 61-64 125, 64-67 150, 64-67 102, 67-70 76, 67-70 76, 68-73 10, 68-73 12, 73-79 11, 79-86 90	000 12,0 000 137,5 000 137,5 000 117,5 000 115,6 000 90,0 000 10,0 000 82,5 000 47,5 000 54,0 000 65,0 000 42,5 000 67,0 000 67,0 000 600 70,0 000 70,0 000 600 70,0 000 70,0 000 70,0 000 14,0	00 5750 00 92,500 00 80,000 00 75,000 00 57,500 00 70,000 00 52,500 00 32,500 00 32,500 00 35,500 00 35,000	2500 67,500 55,000 52,500 36,000 48,500 33,500 11,000 20,000 10,000 10,000 1100 2000 1000 950	3781 143 3781 144 3781 144 4235 144 4235 144 4235 144 4235 145 4235 136 5343 156 5343 156 5343 156 5343 154 4235 124 5344 171 4235 124 5344 171	55 55 55 55 55 55 56 66 57 77 77 77 77 77	Ten (LD10)  LANCIA Aprilia saloon Appia saloon Aurelia B10/21/22 Aurelia B20CT Aurelia B24 Spider Aurelia B24 Sonv Flaminia saloon Flaminia coupé Flaminia CT/CTL/3C Flaminia Convertible Flaminia Sport Zag Flavia saloon Flavia coupé 1.5/1.8	37-49 53-63 50-55 53-58 55-56 57-58 57-70 59-67 59-67 59-67 61-70 62-68	26,500 12,000 29,500 155,000 825,000 9000 50,000 75,000 120,000 300,000 12,500 22,500	20,000 8000 24,500 115,000 650,000 7000 35,000 60,000 95,000 230,000 8000 15,000	2400  Lancia Mot 11,000 4650 12,500 82,500 560,000 190,000 3750 22,000 46,000 70,000 190,000 3500 7500	1200 or Club (land 6000 2650 6500 60,000 145,000 1750 15,000 27,500 47,500 150,000 1500 4000	1287 1486 1089 1754 2451 2451 2458 2775 2775 2775 1488 1800 1800	69 (Nub.co.uk) 80 (Nu	Esprit S3 Excel Esprit X180 Esprit X180 Esprit Turbo/SE Esprit S4 Turbo Esprit V8 Carlton/Omega Elan SE turbo Elan S2 Elise S1 Elise S2 Elise 111/S 340R Exige S1	82-87 82-88 87-90 87-92 93-96 96-99 96-04 90-92 89-92 94-95 95-00 00-05 99-05 00-02	23,500 9000 22,000 30,000 37,500 38,500 42,500 50,000 10,500 18,000 15,000 18,000 35,000 31,000	17,000 6000 16,000 20,000 27,500 32,500 35,000 7000 8000 14,000 12,500 14,500 28,500 24,000	2750 8750 11,000 13,500 16,000 21,000 19,000 4000 5000 10,000 10,500 12,000 22,000 17,000	1250 5250 6600 8500 12,500 15,000 12,500 2000 3000 7000 9000 10,000 16,000 13,500	2174 130 2174 135 2174 156 2174 161 1973 163 3506 175 3615 177 1588 137 1588 137 1796 126 1796 133 1796 133 1796 135 1796 136
340 420 E-type 3.8 rdstr (ff) E-type 3.8 cpé (ff) E-type 3.8 roadster E-type 3.8 coupé E-type 4.2 S1 rdstr E-type 4.2 S1 rdstr E-type 4.2 S1 coupé E-type 51.2/2 E-type 51.2/2 E-type 51.2/5 rdstr E-type 51.2/5 rdstr E-type 511.2/5 rdstr E-type 512.2/5 rdstr E-ty	67-68 27,0 66-68 16,1 61-62 187,0 61-64 125, 64-67 150, 64-67 150, 67-70 76, 67-70 46, 71-74 89, 71-74 97, 72-73 15, 73-79 11, 73-98, 75-98 24, 75-78 24, 75-78 24,	12,000   12,000   12,000   12,000   12,000   137,500   137,500   117,500   117,500   115,000   115,000   115,000   115,000   115,000   115,000   115,000   17,500   137,500   15,000   17,500   15,000   17,500   15,000   17,500   117,500	00 5750 00 92,500 00 80,000 00 75,000 00 75,000 00 52,500 00 22,000 00 32,500 00 22,500 00 22,500 00 22,500 00 35,000 00 7000	2500 67,500 55,000 52,500 36,000 48,500 33,500 10,000 20,000 10,000 10,500 1000 1000 950 1200 4200	3781 143 3781 144 3781 144 3781 144 4235 144 4235 144 4235 144 4235 145 4235 144 4235 134 4235 134 4235 144 4235 134 4235 144 4235 125 5343 150 5343 150 5343 150 5343 144 4235 124 5343 144 4235 125 5343 144	55 55 55 55 55 55 55 55 55 55 56 66 77 77 77 74 44 90 90 90 90 90 90 90 90 90 90 90 90 90	Ten (LD10)  LANCIA Aprilia saloon Aurelia B10/21/22 Aurelia B20CT Aurelia B24 Spider Aurelia B24 Conv Flaminia aB30on Flaminia G1/GTL/3C Flaminia Convertible Flaminia Sport Zag Flavia saloon Flavia coupé 15/18 Flavia Sport Zagato Flavia 2000 saloon	37-49 53-63 50-55 53-58 55-56 57-58 57-70 59-67 59-67 59-67 61-70 62-68 63-67 70-74	26,500 12,000 29,500 155,000 825,000 9000 50,000 75,000 120,000 300,000 12,500 22,500 13,500	20,000 8000 24,500 115,000 650,000 235,000 7000 35,000 95,000 230,000 8000 15,000 40,000 8500	2400  Lancia Mot 11,000 4650 12,500 82,500 560,000 190,000 3750 22,000 70,000 190,000 3500 7500 29,000 4000	1200  or Club (lan. 6000 2650 6500 6500,000 145,000 15,000 1500 47,500 150,000 1500 4000 17,500 1600	1287 1486 1089 1754 2451 2451 2453 2775 2775 2775 2775 1488 1800 1800 1991	69 (10 kg) (10	Esprit S3 Excel Esprit X180 Esprit Turbo/SE Esprit S4 Turbo Esprit C73 Esprit V8 Carlton/Omega Elan SE turbo Elan S2 Elise S1 Elise S2 Elise 111/S 340R Exige S1  MARCOS CT1800 1500/1600	82-87 82-88 87-90 87-92 93-96 96-99 96-04 90-92 89-92 94-95 99-05 00-02 00-02	23,500 9000 22,000 30,000 37,500 38,500 42,500 50,000 10,500 18,000 15,000 35,000 31,000	17,000 6000 16,000 20,000 27,500 28,500 35,000 7000 8000 14,000 12,500 24,000 24,000 16,000 17,000	2750 8750 11,000 13,500 16,000 21,000 4000 5000 10,000 10,500 12,000 22,000 17,000 384561524) 11,500 12,000	1250 5250 6600 8500 12,500 15,000 12,500 2000 3000 7000 9000 16,000 13,500 Citib Marco 7000 7500	2174 130 2174 135 2174 156 2174 166 1973 163 3506 175 3506 175 1588 135 1796 126 1796 132 1796 133 1796 136 1797 136 1798 137 1798 137 1798 137 1798 137 1798 137 1798 137 1798 137 1798 137 1798 137
340 420 E-type 3.8 rdstr (ff) E-type 3.8 cpé (ff) E-type 3.8 roadster E-type 3.8 roadster E-type 3.8 roadster E-type 4.2 S1 rdstr E-type 4.2 S1 rdstr E-type 51 2+2 E-type 51 2+2 E-type 51 2+2 E-type 51½/S2 rdstr E-type 51½/S2 rdstr E-type 51½/S2 rdstr E-type 51½/S2 Pfic E-type V12 roadster E-type V12 roadster E-type V12 roadster E-type V12 series 1 XJ6 4.2 Series 1 XJ6 4.2 Series 1 XJ6 Series 2 XJ6 Series 3 XJ12 Series 2-3 XJ6 Coupé XJR 3.6/4.0 sal XJ12 (XJ81) sal	67-68 27.0 66-68 16.1 61-62 187, 61-62 145, 62-64 160, 61-64 125, 64-67 150, 65-70 102, 67-70 46, 71-75 89, 71-74 57, 68-73 10, 79-86 90, 75-78 24, 75-78 24, 75-78 24, 88-94 10,	00         12,00           12,00         137,55           13,55         117,57           14,00         117,57           15,00         117,57           10,00         117,57           11,00         110,00           11,00         110,00           11,00         11,00           12,0	00 5750 00 92,500 00 80,000 00 75,000 00 75,000 00 52,500 00 22,000 00 35,000 00 35,000 00 25,500 00 25,500 00 25,500 00 25,500 00 25,500 00 25,500 00 25,500 00 25,500 00 35,000 00 35,000 00 35,000 00 35,000 00 35,000 00 35,000 00 35,000 00 35,000 00 35,000 00 35,000 00 35,000 00 35,000 00 35,000 00 35,000 00 35,000 00 35,000	2500 67,500 55,000 52,500 48,500 11,000 26,500 22,500 1000 1000 1000 950 1200 4200 4200 1600 1600 1500 1600	3781 14: 3781 14: 3781 14: 3781 14: 4235 14: 4235 14: 4235 14: 4235 14: 4235 14: 4235 15: 5343 15: 5343 15: 5343 15: 5343 14: 4235 12: 5343 14: 5344 17: 5343 14: 5344 17: 5344 14: 5344 17: 5345 14: 5346 14: 5347 15: 5348 14: 5349 15:	55 55 55 55 55 55 55 55 55 55 56 66 50 77 77 77 77 77 77 77 77 77 77 77 77 77	Ten (LD10)  LANCIA Aprilia saloon Appia saloon Aurelia B10/21/22 Aurelia B20-CT Aurelia B24 Spider Aurelia B24 Spider Aurelia B24 Conv Flaminia saloon Flaminia coupé Flaminia CT/CTL/3C Flaminia Coryetible Flaminia Sport Zag Flavia saloon Flavia coupé 1.5/1.8 Flavia Sport Zagato Flavia 2000 soloopé Flavia 2000 coloopé Flavia Pavia Coupé Flavia Pavia Flavia F	37-49 53-63 50-55 53-58 55-56 57-70 59-67 59-67 61-70 62-68 63-67 70-74 69-73 63-73 65-76	26,500 12,000 29,500 155,000 825,000 9000 50,000 75,000 12,500 22,500 55,000 13,500 16,000 6750 19,000	20,000 8000 24,500 115,000 650,000 235,000 7000 35,000 60,000 230,000 8000 15,000 40,000 8500 11,000 4000 14,000	2400  Lancia Mot 11,000 44650 12,500 82,500 560,000 190,000 3750 22,000 446,000 70,000 190,000 3500 7500 29,000 4000 55500 1750 6250	1200  or Chib (an 6000) 2650 6500 6500 10500,000 1750 15,000 150,000 150,000 1600 1600 2650 800 2650	1287 1486 1089 1754 2451 2451 2458 2775 2775 2775 2775 1488 1800 1800 1991 1991 1216 1298	69  Sub.co.uk) 80 80 80 90 113 115 108 100 112 115 110 130 105 112 120 1110 115 100 96	Esprit S3 Excel Esprit XI80 Esprit Turbo/SE Esprit S4 Turbo Esprit S4 Turbo Esprit V8 Carlton/Omega Elan SE turbo Elan S2 Elise S1 Elise S2 Elise S1 Elise S2 Elise S1 Elise S0 Elise S1 Elise S1 Elise S1 Elise S2 Elise S1 Elise S1 Elise S2 Elise S2 Elise S1 Elise S2 Elise S2 Elise S1 Elise S2 Elise S2 Elise S2 Elise S1 Elise S2 Elise S2 Elise S2 Elise S2 Elise S2 Elise S3 Elise S2 Elise S3 Elise S3 Elise S3 Elise S4 Elise S	82-87 82-88 87-90 87-92 93-96 96-99 96-04 99-92 94-95 95-00 00-05 99-05 00-02 00-02 00-02 89-72 66-68 69-72 65-74 81-87	23,500 9000 22,000 30,000 35,000 38,500 10,000 10,500 18,000 35,000 31,000 20,000 22,000 22,000 8250 14,500	17,000 6000 16,000 20,000 27,500 32,500 35,000 7000 8000 14,000 28,500 24,000 16,000 16,000 16,500 6000 10,000	2750 8750 11,000 13,500 16,000 21,000 19,000 4000 5000 10,000 10,500 12,000 12,000 17,000 11,500 11,500 12,000 12,000 12,000 12,000 12,000 12,000 12,000	1250 5250 6600 8500 12,500 12,500 2000 3000 7000 14,000 13,500 7000 7000 7000 16,000 3500	2174 130 2174 135 2174 156 2174 161 1973 163 3506 177 1588 137 1588 137 1796 126 1796 136 1796 136 1796 136 1796 136 1796 136 1798 115 1798 115 1798 115 1798 125 1798 136 1798 136 1798 125 1798 136 1799 136 1799 136 1799 136 1790 1
340 420 E-type 3.8 rdstr (ff) E-type 3.8 roadster E-type 3.8 roadster E-type 3.8 roadster E-type 3.8 roadster E-type 4.2 S1 rocupé E-type 4.2 S1 rdstr E-type 51½/52 2+2 E-type 51½/52 2+2 X16 2.8 Series 1 X10 2.8 Series 1 X10 4.2 Series 1 X10 4.2 Series 2 X16 Series 2 X16 Series 3 X172 Series 3 X172 Coupé X172 Coupé X172 Coupé X172 Coupé X172 (X181) sal X172 X180 sal	67-68 27,0 66-68 16,1 61-62 187,6 61-64 125,6 61-64 125,6 61-64 150,6 61-67 65,6 67-70 102,6 67-70 46,6 71-75 89,7 71-74 57,7 78-8 79,7 78-8 79,7 78-8 20,7 78-8 20,7 78-8 20,7 78-8 20,7 78-8 20,7 78-8 20,7 78-8 20,7 78-8 20,7 78-8 20,7 78-8 20,7 78-8 20,7 78-8 20,7 78-94 10,	00         12,00           12,00         13,55           13,55         13,55           13,55         13,55           14,75         13,55           15,75	00 5750 00 92,500 00 80,000 00 75,000 00 75,000 00 52,500 00 22,000 00 35,000 00 35,000 00 25,500 00 25,500 00 25,500 00 35,000 00 35,000 00 35,000 00 35,000 00 25,500 00 25,500 00 25,500 00 35,000	2500 67,500 55,000 52,500 10,000 11,000 10,000 10,000 10,000 10,000 1000 1000 1000 1200 12	3781 143 3781 144 3781 144 3781 144 4235 144 4235 144 4235 144 4235 134 4235 145 4235 134 4235 124 4235 125 5343 156 5343 144 5342 112 5343 144 5342 125 5343 144 5342 125 5343 144 5342 125 5343 144 5342 125 5343 144 5342 125 5343 144 5342 125 5343 144 535 144 535	55 55 55 55 55 55 56 66 65 55 55 56 66 6	Ten (LD10)  LANCIA Aprilia saloon Appia saloon Aurelia B10/21/22 Aurelia B20GT Aurelia B24 Spider Aurelia B24 Spider Aurelia B24 conv Flaminia soloon Flaminia coupé Flaminia corvertible Flaminia Sport Zag Flavia saloon Flavia soloon Flavia 2000 saloon Flavia 2000 saloon Flavia 2000 coupé Fulvia Berlina Fulvia Sport Zagato Flavia Sport Zagato	37-49 53-63 50-55 53-58 55-56 57-70 59-67 59-67 59-67 62-68 63-67 63-67 63-67 63-67 63-67 63-67	26,500 12,000 29,500 155,000 29,500 27,5000 27,5000 120,000 300,000 12,500 22,500 15,000 16,000 40,000 40,000	20,000 8000 24,500 115,000 650,000 235,000 35,000 60,000 95,000 230,000 8500 11,000 40,000 8500 11,000 14,000 30,000	2400  Lanca Mol 11,000 4650 82,500 82,500 190,000 3750 22,000 46,000 190,000 3500 7500 29,000 4000 1750 6250 16,500	1200  07 (Min) (lain (6000)  60000  60000  60000  145,0000  15,000	1287 1486 1089 1754 2451 2451 2452 2775 2775 2775 1488 1800 1800 1991 1991 1216 1298	69  Aub.co.uk) 80 80 90 113 115 110 112 115 110 1130 112 120 110 115 110 115 110 115 110 115 110 115 110 115	Esprit S3 Excel Esprit XI80 Esprit Turbo/SE Esprit S4 Turbo Esprit V8 Carlton/Omega Elan SE turbo Elan S2 Elise S1 Elise S2 Elise S1 Elise S2 Elise S1 Elise S0 Elise S1 Elise	82-87 82-88 87-90 87-92 93-96 96-99 96-04 90-92 89-92 94-95 95-00 00-05 00-02 00-02 00-02 66-68 69-72 65-74	23,500 9000 30,000 37,500 38,500 10,500 10,500 18,000 15,000 18,000 35,000 20,000 20,000 22,000 8250	17,000 6000 16,000 20,000 27,500 32,500 35,000 7000 8000 14,000 14,500 28,500 24,000 16,500 16,500 6000	2750 8750 11,000 13,500 16,000 21,000 19,000 4000 5000 10,000 10,500 12,000 22,000 17,000 334561572) 11,500 12,000 12,000 12,000 3250	1250 5250 6600 8500 12,500 15,000 12,500 3000 7000 9000 10,000 16,000 13,500 7000 7500 7500 7000	2174 130 2174 135 2174 156 2174 161 1973 163 3506 177 1588 137 1588 137 1796 126 1796 132 1796 133 1796 135 1796 135 1796 135 1796 135 1796 135 1797 136 1798 137 1798 1
340 420 E-type 3.8 rdstr (ff) E-type 3.8 cpé (ff) E-type 3.8 roadster E-type 3.8 roadster E-type 3.8 roadster E-type 4.2 S1 rdstr E-type 4.2 S1 rdstr E-type 51 2+2 E-type 51 2+2 E-type 51 2+2 E-type 51½/S2 rdstr E-type 51½/S2 rdstr E-type 51½/S2 rdstr E-type 51½/S2 Pfic E-type V12 roadster E-type V12 roadster E-type V12 roadster E-type V12 series 1 XJ6 4.2 Series 1 XJ6 4.2 Series 1 XJ6 Series 2 XJ6 Series 3 XJ12 Series 2-3 XJ6 Coupé XJR 3.6/4.0 sal XJ12 (XJ81) sal	67-68 27.0 66-68 16.1 61-62 187, 61-62 145, 62-64 160, 61-64 125, 64-67 150, 65-70 102, 67-70 46, 71-75 89, 71-74 57, 68-73 10, 79-86 90, 75-78 24, 75-78 24, 75-78 24, 88-94 10,	00         12,00           12,00         12,00           12,00         137,57           12,00         137,00           12,00         11,00           12,00         11,00           12,00         11,00           12,00         11,00           12,00         11,00           12,00         11,00           12,00         11,00           12,00         12,00           12,00 <td>00 5750 00 92,500 00 80,000 00 70,000 00 57,500 00 70,000 00 52,500 00 33,500 00 33,500 00 35,00</td> <td>2500 67,500 55,000 52,500 48,500 11,000 26,500 22,500 1000 1000 1000 950 1200 4200 4200 1600 1600 1500 1600</td> <td>3781 14: 3781 14: 3781 14: 3781 14: 4235 14: 4235 14: 4235 14: 4235 14: 4235 14: 4235 15: 5343 15: 5343 15: 5343 15: 5343 14: 4235 12: 5343 14: 5344 17: 5343 14: 5344 17: 5344 14: 5344 17: 5345 14: 5346 14: 5347 15: 5348 14: 5349 15:</td> <td>55 55 55 55 55 55 55 55 55 55 55 55 55</td> <td>Ten (LD10)  LANCIA Aprilia saloon Appia saloon Aurelia B10/21/22 Aurelia B20-CT Aurelia B24 Spider Aurelia B24 Spider Aurelia B24 Conv Flaminia saloon Flaminia coupé Flaminia CT/CTL/3C Flaminia Coryetible Flaminia Sport Zag Flavia saloon Flavia coupé 1.5/1.8 Flavia Sport Zagato Flavia 2000 soloopé Flavia 2000 coloopé Flavia Pavia Coupé Flavia Pavia Flavia F</td> <td>37-49 53-63 50-55 55-56 57-58 57-70 59-67 59-67 61-70 62-68 63-67 70-74 69-73 63-73 68-72 68-72</td> <td>26,500 12,000 29,500 155,000 825,000 9000 50,000 75,000 12,500 22,500 55,000 13,500 16,000 6750 19,000</td> <td>20,000 8000 24,500 115,000 650,000 235,000 7000 35,000 60,000 230,000 8000 15,000 40,000 8500 11,000 4000 14,000</td> <td>2400  Lancia Mot 11,000 44650 12,500 82,500 560,000 190,000 3750 22,000 446,000 70,000 190,000 3500 7500 29,000 4000 55500 1750 6250</td> <td>1200  or Chib (an 6000) 2650 6500 6500 10500,000 1750 15,000 150,000 150,000 1600 1600 2650 800 2650</td> <td>1287 1486 1089 1754 2451 2451 2452 2775 2775 2775 1488 1800 1800 1991 1216 1298 1584</td> <td>69  Sub.co.uk) 80 80 80 90 113 115 108 100 112 115 110 130 105 112 120 1110 115 100 96</td> <td>Esprit S3 Excel Esprit XI80 Esprit Turbo/SE Esprit S4 Turbo Esprit S4 Turbo Esprit V8 Carlton/Omega Elan SE turbo Elan S2 Elise S1 Elise S2 Elise S1 Elise S2 Elise S1 Elise S0 Elise S1 Elise S1 Elise S1 Elise S2 Elise S1 Elise S1 Elise S2 Elise S2 Elise S1 Elise S2 Elise S2 Elise S1 Elise S2 Elise S2 Elise S2 Elise S1 Elise S2 Elise S2 Elise S2 Elise S2 Elise S2 Elise S3 Elise S2 Elise S3 Elise S3 Elise S3 Elise S4 Elise S</td> <td>82-87 82-88 87-90 87-92 93-96 96-99 96-04 99-92 94-95 95-00 00-05 99-05 00-02 00-02 00-02 89-72 66-68 69-72 65-74 81-87</td> <td>23,500 9000 22,000 30,000 35,000 38,500 10,000 10,500 18,000 35,000 31,000 20,000 22,000 22,000 8250 14,500</td> <td>17,000 6000 16,000 20,000 27,500 32,500 35,000 7000 8000 14,000 28,500 24,000 16,000 16,000 16,500 6000 10,000</td> <td>2750 8750 11,000 13,500 16,000 21,000 19,000 4000 5000 10,000 10,500 12,000 12,000 17,000 11,500 11,500 12,000 12,000 12,000 12,000 12,000 12,000 12,000</td> <td>1250 5250 6600 8500 12,500 15,000 10,000 10,000 10,000 13,500 7000 7000 7000 7000 8000 8000 8000 8</td> <td>2174 130 2174 135 2174 156 2174 161 1973 163 3506 177 1588 137 1588 137 1796 126 1796 136 1796 136 1796 136 1796 136 1796 136 1798 115 1798 115 1798 115 1798 125 1798 136 1798 136 1798 125 1798 136 1799 136 1799 136 1799 136 1790 1</td>	00 5750 00 92,500 00 80,000 00 70,000 00 57,500 00 70,000 00 52,500 00 33,500 00 33,500 00 35,00	2500 67,500 55,000 52,500 48,500 11,000 26,500 22,500 1000 1000 1000 950 1200 4200 4200 1600 1600 1500 1600	3781 14: 3781 14: 3781 14: 3781 14: 4235 14: 4235 14: 4235 14: 4235 14: 4235 14: 4235 15: 5343 15: 5343 15: 5343 15: 5343 14: 4235 12: 5343 14: 5344 17: 5343 14: 5344 17: 5344 14: 5344 17: 5345 14: 5346 14: 5347 15: 5348 14: 5349 15:	55 55 55 55 55 55 55 55 55 55 55 55 55	Ten (LD10)  LANCIA Aprilia saloon Appia saloon Aurelia B10/21/22 Aurelia B20-CT Aurelia B24 Spider Aurelia B24 Spider Aurelia B24 Conv Flaminia saloon Flaminia coupé Flaminia CT/CTL/3C Flaminia Coryetible Flaminia Sport Zag Flavia saloon Flavia coupé 1.5/1.8 Flavia Sport Zagato Flavia 2000 soloopé Flavia 2000 coloopé Flavia Pavia Coupé Flavia Pavia Flavia F	37-49 53-63 50-55 55-56 57-58 57-70 59-67 59-67 61-70 62-68 63-67 70-74 69-73 63-73 68-72 68-72	26,500 12,000 29,500 155,000 825,000 9000 50,000 75,000 12,500 22,500 55,000 13,500 16,000 6750 19,000	20,000 8000 24,500 115,000 650,000 235,000 7000 35,000 60,000 230,000 8000 15,000 40,000 8500 11,000 4000 14,000	2400  Lancia Mot 11,000 44650 12,500 82,500 560,000 190,000 3750 22,000 446,000 70,000 190,000 3500 7500 29,000 4000 55500 1750 6250	1200  or Chib (an 6000) 2650 6500 6500 10500,000 1750 15,000 150,000 150,000 1600 1600 2650 800 2650	1287 1486 1089 1754 2451 2451 2452 2775 2775 2775 1488 1800 1800 1991 1216 1298 1584	69  Sub.co.uk) 80 80 80 90 113 115 108 100 112 115 110 130 105 112 120 1110 115 100 96	Esprit S3 Excel Esprit XI80 Esprit Turbo/SE Esprit S4 Turbo Esprit S4 Turbo Esprit V8 Carlton/Omega Elan SE turbo Elan S2 Elise S1 Elise S2 Elise S1 Elise S2 Elise S1 Elise S0 Elise S1 Elise S1 Elise S1 Elise S2 Elise S1 Elise S1 Elise S2 Elise S2 Elise S1 Elise S2 Elise S2 Elise S1 Elise S2 Elise S2 Elise S2 Elise S1 Elise S2 Elise S2 Elise S2 Elise S2 Elise S2 Elise S3 Elise S2 Elise S3 Elise S3 Elise S3 Elise S4 Elise S	82-87 82-88 87-90 87-92 93-96 96-99 96-04 99-92 94-95 95-00 00-05 99-05 00-02 00-02 00-02 89-72 66-68 69-72 65-74 81-87	23,500 9000 22,000 30,000 35,000 38,500 10,000 10,500 18,000 35,000 31,000 20,000 22,000 22,000 8250 14,500	17,000 6000 16,000 20,000 27,500 32,500 35,000 7000 8000 14,000 28,500 24,000 16,000 16,000 16,500 6000 10,000	2750 8750 11,000 13,500 16,000 21,000 19,000 4000 5000 10,000 10,500 12,000 12,000 17,000 11,500 11,500 12,000 12,000 12,000 12,000 12,000 12,000 12,000	1250 5250 6600 8500 12,500 15,000 10,000 10,000 10,000 13,500 7000 7000 7000 7000 8000 8000 8000 8	2174 130 2174 135 2174 156 2174 161 1973 163 3506 177 1588 137 1588 137 1796 126 1796 136 1796 136 1796 136 1796 136 1796 136 1798 115 1798 115 1798 115 1798 125 1798 136 1798 136 1798 125 1798 136 1799 136 1799 136 1799 136 1790 1

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NE DENOTES NEW ENTRY TO PRICE	Year	Concours/ Dealer	Mint .	poog	Rough		Top speed Price change	NE DENOTES NEW ENTRY TO PRICE	Year	Concours/ Dealer	Mint	poog	Rough		Top speed Price change	NE DENOTES NEW ENTRY TO PRICE	Year	Concours/ Dealer	Mint	poog	Rough	cc Top speed Price change
A6G/2000 coupé	£ 54-57	500.000	450.000	400.000	350,000	년 1986	131	GUIDE 300SL (R107)	£ 85-89	33,500	20,000	9000	3650	년 2962	124	4/4 1600/CVH	£ 68-93	26,000	19,000	12,500	7000	당 은 Έ 1597 105
3500GT coupé	58-64	230,000	180,000	130,000	100,000	_	142	350/380/450SLC cpé	71-81	16,500	10,750	4750	1750	4520	137	4/4 1800 (Zetec)	93-06	22,500	19,000	14,500	9750	1796 106
3500GT Spider	58-64	575,000	465,000	365,000	265,000	3485	140	280S/SE sal	72-80	11,500	7000	3250	1250	2746	118	Plus 4	85-87	21,000	16,000	11,000	8000	1994 109
Sebring 3.5/3.7/4.0	62-66	175,000	130,000	95,000	55,000	3485	138	350/450SE/SEL sal	72-80	16,000	10,000	4400	1600	4520	130	Plus 4	88-00	24,000	20,000	16,000	11,000	1994 115
Mistral coupé Mistral Spyder	63-70	155,000 540,000	115,000 460,000	80,000 350,000	50,000	3692 3692	147	200/230E sal 250/280E sal	75-84 75-84	8000 8500	5500 5750	2200 2400	1000	2299 2746	114	Plus 8 Plus 8	68-72 73-86	50,500 44,000	32,000 29,500	20,000	14,000	3528 125 3528 125
Quattroporte 4.1/4.7		60,000	40,000	25,000	15,000	_	130	230/280CE coupé	77-85	16,000	11,000	5000	2000	2746	125	Plus 8 injection	84-04	_	27,500	17,000	11,000	3528 125
Quattroporte III	79-90	19,000	12,000	6500	3500	4930	122	G-wagon (W460)	79-92	23,500	16,000	7500	3650	2746	102							
Mexico	65-72	90,000	67,500	40,000	27,500	4719	150	450SEL 6.9 sal 280SL-SL320 (R129)	76-80 89-01	40,000	27,500	14,000	7000		140	MORRIS	Morris 48-51		934 832340	1		Club (01332 291675
Indy Ghibli 4.7	66-74	65,000	49,000 140,000	34,000 80,000	24,000 57,500	4719 4719	156 155	500SL/SL500 (R129)	89-01	13,500	8000	3500 4750	1600 2300	2960 4973	142	Minor MM lowlamp Minor MM L-LTourer		11,500	7750 10,500	3750 5250	2250 3000	918 64 918 64
Ghibli Spyder	69-71	595,000	500,000	400,000	320,000	_	154	600SL/SL600 (R129)	92-01	20,000	13,500	6500	3500	5987	155	Oxford MO	48-54	7000	5000	2400	1100	1476 72
Ghibli 4.9 SS	70-73	200,000	160,000	105,000	75,000	4930	172	380/420/500SEC	81-91	20,000	14,000	6000	2200	4973	138	Six	49-54	6750	5000	2500	1200	2215 86
Ghibli SS Spyder Bora 4.7/4.9	71-72 71-79	650,000	590,000 125.000	490,000 95.000	395,000 57.500	4930 4719	170	560SEC 300SE-500SE sal	86-91 80-91	22,500 8000	15,500 5000	7750 1900	2600 800	5547 4973	151	Minor MM/SII Minor MM/SII conv.	50-56 50-56	8750 12.500	6500 8250	2750 3750	1000	803 63 803 63
Merak	72-75	46,000	32,500	18,000	10,000	2965	135	500/560SEL sal	80-91	12,000	7500	2800	1200	5547	156	Minor SII Traveller	53-56	13,000	8500	4000	1500	803 63
Merak SS	76-83	57,500	42,000	22,000	14,000	2965	147	190E sal	82-92	5500	3250	1300	550	1997	119	Minor 1000	56-70	11,000	7000	3000	900	1098 77
Khamsin	74-82	133,000	97,500	65,000	45,000	_	151	190E 2.3/2.5-16	83-92	27,500	18,500	10,000	5000	2299	143	Minor 1000 conv.	56-69	13,000	9000 9500	4200	2000	1098 77
Kyalami 4.1/4.9 Biturbo 220-425	76-83 81-88	57,500 10,000	45,000 6000	28,500 2500	15,000	_	150 <b>A</b>	W124 Coupé E220, E320 Cabrio	87-95 91-97	7000	4750 12,000	1750 5500	500 2650	2962 3199	139	Minor 1000 Traveller Isis	56-71 55-58	14,000 6750	4850	4000 2250	1250 1000	1098 76 2639 90
Biturbo Spyder	84-91	12,500	8500	4000	2000	_	138	W124 saloon	84-95	5000	3000	1200	400	3199	146	Oxford/Cowley II-III	54-60	5500	3850	1850	950	1489 78
Ghibli II	94-97	18,000	12,000	6000	3000	2790	155	500E saloon	90-95	35,000	25,000	13,000	8000	4973	155	Oxford V-VI	59-71	7500	5000	2250	1100	1622 80
Quattroporte IV 3200GT	94-01 98-01	11,000	9000	5250 7750	2750 5500	2790 3217	158 180	SLK230 Komp' CLK-GTR	97-04 98-99	4000 2.65m	2750 2.2m	1000 n/a	450 n/a	2295 6900	140	Marina Coupé  Marina TC/GT	71-78 71-78	3500 4000	2250 2500	1100	550 700	1798 95 1798 100
4200GT	02-07	16,000	13,000	11,000	6500	_	177	SL55 AMG	02-08	2.65M 17,750	12,750	n/a 9000	6000	5439	155	riailid IC/GI	/1-/8	4000	2500	IJUU	700	1/70 100
								SLR McLaren	03-10	180,000	,	137,500	n/a	5439		NISSAN						
MATRA	77 70	40.000			thusiasts'											300ZX Turbo	84-89	8500	6250	3000	1500	2960 149
Bagheera Murena	73-79 80-83	12,000	9000	3500 4000	1250 1500	1442 2155	102	MESSERSCHMITT KR175/200	53-64	Owner 26,500	rs' Club (0129 19,000	3 871417); E 12,000	nthusiasts' ( 7000	Club <b>(014</b> 191	8 <b>3769270)</b> 65	300ZX Figaro	89-00 91	12,000 8950	9000 5500	4000 2250	2000 1000	2960 155 987 98
riurena	00-03	14,000	7000	4000	1300	2133	IZI	TG500 Tiger	58-61	100,000	_	60,000	47,500	493	75	Skyline GT-R R32	89-94	44,000	33,000	18,500	12,000	2568 155
MAZDA	-	m	azdarotaryo	lub.com; M)	(-5 Owners	' Club (mx	5oc.co.uk)									Skyline GT-R R33	95-99	40,000	30,000	17,500	11,000	2568 155
Cosmo 110S	67-72	90,000	65,000	40,000	25,000	_	125			954231125			51014); Car									
RX7 RX7 S2	78-86 86-91	15,000	10,000 4250	4500 1850	1250 850	2292	119	SA saloon SA tourer/dhc	36-39 36-39	45,000 65,000	35,000 47,500	25,000 32,000	14,000	2322	80	NSU Prinz	58-72	9000	Owners' Clu 6000	1 (0)883 7444 2750	(31); Ro80 0 1200	Club (01274 48409) 598 71
RX7 S3	92-95	8000	6500	4000	2000	2608	156	VA saloon	37-39	29,000	23,000	16,000	10,000	1548	80	Sport Prinz coupé	59-67	9250	6250	2850	1500	598 76
MX-5	90	5750	3750	1750	1000	1597	121	VA tourer/dhc	37-39	44,000	30,000	21,000	13,500	1548	81	Wankel spider	64-67	16,000	12,000	7000	4000	497 95
MX-5	91-97	4750	2650	1200	500	1839	123	WA saloon	38-39	47,500	37,500	27,500	16,000	2561	91	1000	64-72	7500	5000	2400	1200	996 80
McLAREN								WA tourer/dhc TA/TB/TC	38-39 36-49	80,000 34,500	60,000 24,000	42,500 15,750	25,000 10,000	2561 1250	91 78	1200TT Ro80	67-72 67-76	16,500 12,500	12,000 9500	7500 4000	4500 1250	1177 110 995 108
F1	93-98	14m	12m	9.5m	6.5m	6064	240	TD	49-53	24,000	16,000	10,500	6500	1250	80	1000	0, 10	12,000	7500	1000	1250	775 100
3								TF1250/1500	53-55	32,500	22,500	13,000	8500	1466	85	OPEL				2 692020); 0		
MERCEDES-BENZ 500K Cabrio A/B/C	M-B	nz Club Ltd (	0707181886 1.1m		Owners' As		<b>2860922)</b> 102	YA/YB Magnette ZA/ZB	47-53 53-59	15,000	10,500	5000 5000	2750 2500	1250 1489	71 82	Commodore/GS/E GT	67-77 68-73	9750 15,000	5250 10,750	2500 5000	1200 2400	2490 121 1897 111
500K Cabrio A/B/C	34-36	1.4m 3.5m	2.75m	750,000 2.2m	475,000 1.6m	5016	102	MGA Roadster	55-62	30,000	22,000	13,000	8250	1489	98	Manta A coupé	70-75	9750	6250	3000	1400	1897 105
540K coupe	36-39	500,000	400,000	300,000	200,000	5401	104	MGA Coupé	56-62	26,000	17,500	10,000	6250	1489	98	Manta GT/E	75-88	12,500	8000	3750	1850	1979 122
540K Cabrio A	36-39	2.1m	1.65m	1.2m	850,000	_	101	MGA Twin Cam Rdst		52,000	37,000	24,000	16,000	1588	115 🔻	Monza cpé	78-87	13,000	8500	3650	1600	2968 128
540K Cabrio B/C 540K Special Rdster	36-39 36-39	1.3m 6m	1m 5m	620,000 4m	450,000 3m	5401	100	MGA Twin Cam Cpé Magnette III/IV	58-60 59-68	39,500 10.000	29,500 6750	19,500 2900	13,000 1350	1588 1622	115 87	PANHARD				Donbord at La	uannar Club	GB (0161 483 8262
180/190 Ponton sal	53-62	17,500	12,500	6000	2500	1897	87	1100/1300	62-71	8000	5750	2750	1250	1275	97	PL17 saloon	59-64	7500	5000	2500	1400	845 75
219/220S Ponton sal		19,500	14,000	6750	3500	2195	101	MGB roadster p/h	62-65	19,250	14,250	7500	4000		103	24CT coupé	64-67	12,500	8250	3850	1850	845 100
220S/SE cabrio 220S/SE coupé	56-60 57-60	125,000 54,000	90,000	45,000 23,500	30,000 15,000	2195 2195	101	MGB roadster MGB GT	65-67 65-67	17,500 15,500	12,750 10,500	6000 4750	3000 2200		103							/ (0707) 000000
300A/B/C/D sal	51-62	_	39,000	22,000	15,000	_	101	MGB MkII roadster	67-71	16,500	11,500	5500	2500	1798		PANTHER J72	72-81	40,000	32,500	22,500		Ltd (07971 866829 4235 115
300 cabrio D	57-62	_	165,000	100,000	55,000	_	100	MGB MkII GT	67-71	13,750	8250	3600	1600		103	De Ville	74-85	65,000	45,000	35,000		5343 135
300S cab/rdstr	_			250,000	175,000	_	112	MGB MkIII roadster	71-74	16,000	11,000	5250	2250	_	100	Lima/Kallista	76-90	13,000	10,000	5000	2750	1596 98
300Sc cab/rdstr 300Sc coupé		_		_	240,000	_	112	MGB MkIII GT MGB roadster	71-74 75-80	12,000	7250 7500	3200 3000	1500 1250	1798 1798	96 96	Kallista 2.8/2.8i/2.9i	82-90	15,000	11,000	6000	3500	2933 112
300SL Gullwing	54-57	1.25m	1.1m		750,000	_	145	MGB GT	75-80	8000	5000	2000	800	_	104	PEERLESS/WARWICK					TR Ronic	ster (01235 818866
300SL roadster	57-63	1.1m	975,000	850,000	650,000		130	MGC roadster	67-69	26,000	19,250	10,000	4500	2912	120	GT	57-62	27,500	20,000	11,500		1991 105
190SL roadster	55-63	130,000	100,000	60,000	40,000	_	109	MGC GT	67-69	22,000	15,250	7750	3750	2912		25						
190/200 Fintail sal 220/230 Fintail sal	61-68 59-68	13,000	9000	4000 5200	1750 2250	1988 2281	90	MGB GT V8 chrome MGB GT V8 rubber	73-74 74-76	25,000 19,000	16,500	7500 6500	4000 3250	3528 3528	125	PEUGEOT 203 saloon	48-60	8500	6500	3000	ub Peugeot l 1350	<u>JK (020 8888 8772</u> 1290 70
300SE/L Fintail sal	61-65	24,000	17,500	8500	3250		109	Midget MkI	61-64	10,750	7000	3400	1700	1098	86	403 cabrio	57-61	27,500	20,000	10,000	5000	1468 81
220SEb coupé	61-65	45,000	32,500	17,500	10,000	_	107	Midget MkII	64-66	10,500	6500	3000	1400	1098	90	204/304 saloon	65-74	4000	2750	1400	750	1288 90
220SEb cabrio	61-65	85,000	62,000	40,000	25,000	_	107	Midget MkIII	66-74	9250	5750	2750	1200	1275	96	204/304 coupé	67-75	7500	5500	2500	1200	1288 90
300SE coupé 300SE cabrio	62-67 62-67	55,000 160,000	36,500 125,000	25,000 70,000	16,000 47,500	_	110	Midget 1500 Metro	74-79 82-90	6000 7500	4000 5000	1500 2650	500 1500		101	204/304 cabrio 404 saloon	67-75 60-75	9500 8000	6500 5750	3250 2850	1500 1400	1288 88 1618 90
230SL sports	63-67	87,500	60,000	34,000	21,000	_	121	Metro Turbo	83-89	14,000	10,000	5000	2500	_	110	504 saloon	68-83		2750	1350	650	1971 104
250SL sports	67-68	92,500	62,500	36,000	23,000	2496	121	Montego Turbo	85-91	9000	6500	3500	1850	_	124	504 cabrio	69-83		15,000	8250	4500	1971 105
280SL sports	67-71	110,000	72,500	40,000	26,000	_	121	Maestro Turbo	89-91	15,500	11,500	7000	4000	_	128	504 coupé	69-83	11,250	7750	3750	1750	1971 107
600 saloon 250/280S/SE sal	64-81	105,000	75,000 13,000	43,000 5500	25,000 2250	6330 2778	120 🔻	Metro 6R4 RV8	85-86 93-96	100,000	80,000 13,500	62,500 9500	45,000 6000	2991 3946	120	504 V6 cabrio 205 T16	74-83 83-85	23,500 170,000	18,000 145,000	10,500	5500 95,000	2664 117 1774 130
250SEC/280SEC cpé			38,500	21,500	13,500	_	116	MGF/TF	95-05	3500	2100	800	375	_	126	205GTi 1.6	84-90	_	8750	3250	1250	1580 122
250/280SE cab	65-69	110,000	82,500	42,000	22,500	_	116	ZT260 V8	03-05	8500	6250	4250	3250	4601	155	205CTI cabrio	86-92		5000	2200	900	1580 120 🔺
280SE cpé (low grille)		50,000	35,000	20,500	13,000	_	116	MITCHINION								205GTi 1.9	87-94 97-07	_	11,000 5500	4250 2500	1500	1905 126
280SE cab (low grille) 280SE 3.5 coupé		100,000	77,500 72,500	40,000 42,500	26,500	_	116	MITSUBISHI Starion Turbo	82-89	14,000	10,000	4500	2000	1997	133	309GTi 106 Rallye S1/S2	87-93 94-99		5750	2500	1100	1905 122 1587 121
280SE 3.5 cabrio	69-71		200,000	145,000	95,000	_	127	3000GT/GTO	90-01	8000	5750	2750	1250	2972	153	106 GTI	96-04		5000	2500	1100	1587 122
300SE/SEL sal	65-69	_	14,000	6000	2500	2996	115	Evo IV-VI	97-99	22,500	16,500	8500	4000	1997	150	406 Coupé	97-03	3000	1750	700	350	2946 141
280/300SE/SEL 3.5 300SEL 6.3 saloon	69-72 67-72	25,000	16,500 42,500	7500 24,000	3500 12,000	_	128	MODOWN			IL /0300 5-0	F 4 400) T	101-1-	01.1./010	00 077050\	DIDED				Olul		N
JUUJEE UJ SHIUUH		9500	6500	2750	1100	_	105	MORGAN 4/4 Series I	36-50		lub (013842) 27,500	54480); Thr 20,000	ee-Wheeler 12,000		78 <b>74 (857</b> ) 70	PIPER GTT/P2 1.6						thepiperclub.org.u 1599 115
200/220/230.4 sal	67-76					_							11,000	2088		-			,			
	67-76	10,000	6750	3000	1250	2746	125	Plus 4 (Vanguard)	50-53	35,000	25,000	17,000	11,000	2000	03	99						
200/220/230.4 sal 230.6/250/280 sal 250CE/280CE coupé	67-76 68-76	10,000 17,500	12,500	5750	2400	2746	125	Plus 4 (TR)	54-69	39,500	27,500	17,750	12,000	1991	96	PORSCHE						lub (01246 279358
200/220/230.4 sal 230.6/250/280 sal	67-76	10,000 17,500 30,000				2746 4196						_		1991		PORSCHE 356 pre-A Gmund 356 pre-A		Porsche C 950,000 220,000	725,000	550,000	450,000	

		_	F	Private sal	e		d Jge			_	P	rivate sal	e		d ge			_	P	rivate sale		age of
NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Mint	Cood	Rough	S	Top speed Price change	DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Mint	Cood	Rough	S	Top speed Price change	NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Mint	Cood	Rough	cc Top speed Price change
356 cabrio 1.3/1.5	51-55 54-58	280,000 425.000	215,000	160,000	110,000	1488	90	Floride/Caravelle cpé		11,000	8000	3500	1600	1108	90	900 Convertible	86-93	8250	5500	2500	1000	1985 126
356 Speedster 356 Convertible D	58-59	220,000	350,000 160,000	230,000	185,000 70,000	1488 1488	92	Floride/Caravelle con R4	62-80	13,000	9000 5000	4500 2200	2000 1000	1108	90 72	SIMCA				_	Simca Clu	ıb UK (01737 765331)
356A	55-59	90,000	65,000	39,000	25,000	1582	113	R8/R10	62-71	4250	2750	1400	700	1108	84	1000GLS/Special	69-78	3250	2000	1000	500	1294 105
356B/C	60-65 55-59	82,500 160,000	57,500 115,000	33,500 72,500	22,000 48,500	1582 1582	113	R8 Gordini 16GL/DL/TS/TX	67-70 65-79	35,000 6000	26,000 4000	17,000 2000	12,000	1255 1565	108	1000/1200S coupé	62-71	16,000	11,000	5000	2000	1204 105
356A cabrio 356B roadster	60-61	165,000	125,000	75,000	48,500	1582	113	5 hatch	72-84	3000	2400	1500	400	1289	96	SINGER Sin	nger Owner	s (01780 76	2740): Asso	ciation of Sino	er Car Ow	ners (01923 778575)
356B/C cabrio	60-65	130,000	97,500	62,000	40,000	1582	113	5 hatch	84-96	2400	1250	450	150	1397	109	9 Roadster/4A/4B	39-52	16,000	11,500	6000	4000	1074 70
356A/B Carrera Carrera 2	55-62 63-65	500,000 450,000	375,000 360.000	275,000 300.000	200,000	1582 1966	113	5 Turbo 2 5GT Turbo	83-86 86-91	80,000 20.000	57,500 15,000	32,500 7000	22,500 3250	1397 1397	124	SM Roadster Gazelle saloon	51-55 55-67	14,000 7500	10,000 4750	6000 2250	3600 1050	1497 72 1497 77
911 2.0	64-65	190,000	140,000	100,000	65,000	1991	131	Clio Williams	94-95	20,000	13,000	6500	3000	1998	134	Gazelle saloon	56-62	11,500	8250	4000	1950	1497 77
911 2.0	66-67	130,000	90,000	60,000	40,000	1991	131	Sport Spider	95-97	22,000	16,500	12,000	9500	1988	134	Vogue I-IV 1.6/1.7	61-66	8000	5000	2200	1000	1725 91
911S 2.0 912	66-69	155,000 55,000	120,000 38.000	85,000 27.000	60,000	1991 1582	140	DUEV		Diland	M OF P (010)	70 700 407\	Dilan Matan	OlL (010	000 770107\	Chamois Chamois coupé	64-70 65-70	5750 6500	4000 4750	1950 2400	950 1100	875 80 875 81
911L/T	67-73	75,000	55,000	32,500	22,500	2195	131	RMA/RME 11/2 saloon	45-55	16,000	RM Club (013: 11,500	5750 5750	111ey Motor 2650	1496	9 <b>02773197)</b> 81	New Gazelle/Vogue	66-70	6000	4000	1650	725	1725 94
911E	68-73	85,000	60,000	36,000	26,000	2341	138	RMB/RMF 21/2 saloon		19,000	14,250	8000	4000	2443	91							
911S 2.2 914-4	69-71	135,000	105,000	72,000 7500	52,000 4000	2195 1795	112	Roadster RMC RMD convertible	48-50 48-51	43,000 28.500	29,000	17,500 13,500	9000 7000	2443	100 🔻	SKODA Octavia 1.1/1.2	59-64	4500	3000	Skoda Ow 1500	ners' Club o 800	of GB (01279 815183) 1089 75
914-6	69-72	78,500	53,000	33,500	22,500	1991	125	2.6/Pathfinder	53-59	11,500	7500	3250	1650	2443	_	Felicia convertible	59-64	8500	6000	3000	1500	1221 82
911S 2.4	71-73	150,000	112,000	82,000	60,000	2341	144	One Point Five	57-65	10,000	7000	3000	1400	1489	85	1000MB, S100	65-77	3250	2200	850	450	988 80
Carrera RSL Carrera RST	72-73 72-73	850,000 450.000	650,000 360.000		400,000	2687 2687	149	4/68, 4/72 Elf MkI/II 848/998	59-69 61-69	12,500 8500	8000	3250 2750	1400	1622 998	75 75	S110R coupé Rapid coupé	70-80 84-91	4750 3250	3600 2500	1500	750 650	1107 90 1289 93
911 2.7	73-77	42,500	32,500	18,000	11,000	2687	135	Kestrel 1100/1300	65-69	6250	4250	1950	1000	1098	87	каріа соцре	04 /1	3230	2300	1200	030	1207 73
911S 2.7	73-77	47,500	36,500	24,000	16,000	2687	140									STANDARD						Club (01676 522181)
Carrera 2.7MFI 911 Turbo (930) 3.0	73-77 75-77	150,000	120,000	85,000 79,000	60,000 52,500	2687 2995	148	ROCHDALE GT	57-61	8750	6000	Rochda 3000	le Owners' ( 1250	Club (013 1172	<b>64 654419)</b> 85	Vanguard II/III	48-52 53-58	10,000	7000 4200	3200 1850	1500 950	2088 79 2088 79
Carrera 3.0	76-77	85,000	55,000	37,500	26,000	2994	146	Olympic	60-73	11,000	7500	4250	2750	1489	_	Vanguard Sportsmai		6000	4250	2000	1000	2088 83
924	76-85	6250	3950	1600	750	1984	126	3								Vanguard Vignale	58-61	5000	3500	1750	850	2088 81
924 Turbo 924 Carrera GT	78-83 80-81	16,500 72,500	11,000 55,000	5250 36,000	2500 24,000	1984 1984	144	ROLLS-ROYCE Silver Ghost	07-14	2.2m	1.75m	Rolls-Royce 1.45m	Inthusiasts 1.2m	Club (01 7428	<b>327 811788)</b> 75	Luxury Six Eight	61-63 53-59	5500 5250	3750 3400	1800 1650	950 750	1998 87 803 61
924S/Le Mans	85-88	9250	6500	2650	1250	2479	136	Silver Ghost	18-25	375,000	300,000	235,000	150,000	7428	78	Ten/Pennant	54-59	5500	3600	1750	850	948 69
928/S/S2	77-87	25,000	18,500	9500	4500	4664	155	Phantom I/II	25-35	365,000	220,000	97,500	32,500	7668	88	Ensign/De Luxe	57-63	4500	3000	1500	750	2138 85
928S4	86-95 89-92	29,500 37,500	19,500 25,000	10,000	4500 9000	4957 4957	161	Phantom III	36-39 47-59	250,000 50.000	150,000	75,000	30,000 10,500	7340 4257	92	OTHERAMED						
928GT 928GTS	91-95	56,500	42,500	25,000	12,000	5396	168	Silver Wraith 4.3/4.6 Silver Dawn sal	47-59	43,500	37,500 32,000	21,000	9500	4566	92	STUDEBAKER Avanti	62-64	44,000	32,000	24,000	17,500	4737 120
911 Turbo (930) 3.3	77-90	87,500	65,000	40,000	29,500	3299	160	Silver Dawn PW con	51-55	120,000	90,000	55,000	35,000	4566	98			,,,,,,,	, , , , ,	,	,,,,,	
911 Turbo Cabrio	86-90	97,500	72,500	45,000	32,000	3299	158	Silver Cloud I saloon	55-59	37,500	27,500	16,500	8000	4887	101	SUBARU	07.00	(000		ne Subaru Imp		rs' Club (sidc.co.uk)
911SC 3.0 911 Carrera 3.2	77-83 83-89	47,000 50.000	32,500 35.000	20,000	13,000	2994 3164	149 <b>A</b>	SCI Mulliner con Silver Cloud II sal	55-59 59-62	475,000 43.500	340,000 30.000	265,000 17.500	190,000 8500	4887 6230	101	Impreza Turbo Impreza WRX STi	93-00 97-00	10.000	4250 7000	2000 3500	800 1850	1994 144 1994 150
911 Carrera cabrio	83-89	45,000	32,000	18,500	12,000	3164	155	SCII Mulliner con		300,000	,	125,000	85,000	6230	112	Impreza 22B	98	100,000	80,000	60,000	47,500	1994 154
Carrera Supersport	84-89	85,000	62,500	37,500	26,500	3164	158	Phantom V/VI limo	60-77	100,000	72,500	40,000	25,000	6230	112	Impreza WRX P1	00-01	50,000	40,000	20,000	12,500	1994 150
911 Speedster 959	88-89 87-88	117,500 950.000	90,000 750.000	67,500	48,500 500.000	3164 2994	158	Scill MPW con	62-66	49,000 250,000	35,000 175.000	19,000	9000	6230	116	SVX	91-97	3750	2850	1850	900	3300 143
Carrera Club Sport	87-89	130,000	100,000	68,000	42,000	3164	154	Shadow/Wraith	66-80	18,000	13,000	6250	2000	6750	120	SUNBEAM			Sun	heam Talhot A	Unine Regis	ster (01621 778492);
944	82-87	10,500	7000	3000	1200	2479	134	MPW/Corniche cpé	66-80	40,000	30,000	19,500	8750	6750	119				eam Alpine	DC 01376 342	025); Tiger	OC (01207 508296)
944 Turbo 944S	85-91 86-88	23,500	16,500 7500	7500 3400	3250 1400	2479	157	MPW/Corniche con Camargue	67-90 75-86	60,000 55,000	46,500 45,000	27,000 32,000	16,000	6750 6750	119	Talbot 80 Talbot 80 Coupé	48-50 48-50	8750 11.000	5750 8250	2500 4250	1250 2500	1185 72 1185 72
944\$2	88-92	15,000	10,000	4200	1800	2990	149	Silver Spirit/Spur	80-89	13,000	9500	4500	1650	6750	119	Talbot 90 (all Mks)	48-57	10,000	7000	3250	1500	1944 90
944S2 Cabrio	89-92	16,500	11,000	5000	2400	2990	149	Comiche II/III	87-94	63,000	47,500	35,000	19,000	6750	119	Talbot 90 Coupés	49-57	17,000	12,500	6000	3650	1944 90
944 Turbo Cabrio 911 (964)	91-92 89-94	29,500 50,000	22,000 37,500	14,000 24,000	7500 14,500	2479 3600	150				100) DE 00 (		N 202	00/0170		Alpine Convertible Alpine I sports	53-55 59-60	50,000 18,500	35,000 12,000	20,000 5750	10,000	2267 95 1494 95 <b>A</b>
911 Turbo (964)	90-94	135,000	105,000	65,000	35,000	3299	167	ROVER P4 Driv			199); P5 OC ( rs' Club (019		6); P6 Kover ; Rover SD1 C	OC (01/0 Hub (084	14 560929); 151 306230)	Alpine II sports	61-63	15,000	9500	4250	1750	1592 101 🛦
911 Carrera RS (964)	92-94	195,000	168,500	140,000	110,000		162	P3 60	48-49	12,500	9250	4250	1900		_	Alpine III sports	63-64	19,000	12,000	5500	2250	1592 100 🛦
968 968 Sport	92-95 94-95	16,000	12,000	7250 10,000	4000 6000	2990 2990	150	P3 75	48-49 50-52	15,000	11,750	5000 5500	2200 2400	2103	85 84	Alpine IV sports	64-65 65-68	14,750 21,000	9250 13,000	4000 7000	1650 3000	1592 92 <b>A</b>
968 Club Sport	93-95	42,000	28,500	15,750	8000	2990	154	P4 75 'Cyclops' P4 60/75/80	52-62	9250	6000	2250	800	2286	_	Alpine V sports Harrington GT		28,000	19,750	9500	4000	1592 105 🛦
911 Carrera (993)	94-97	54,000	41,000	29,000	20,000	3600	160	P4 90	54-59	11,000	7250	3000	1000	2638	90	Tiger I	64-66	75,000	52,500	28,500	17,500	4261 120
911 Turbo 4 (993) 911 Turbo S (993)	95-98 97-98	130,000	102,500		50,000	_	180 182 <b>A</b>	P4 105R P4 105S/100	57-58 57-62	9500 11,250	6000 7500	2400 3400	850 1400	2638 2638	91	Tiger II	67-68 55-67	85,000	62,500 8000	36,000 3500	23,500 1500	4727 125 1725 95
911 C4S/C2S (993)	95-97	265,000 90,000	72,500	49,500	30,000	3600	171	P4 95/110	62-64	10,350	6750	2750	950		100	Rapier II-IIIA con	58-63	12,000	11,000	5000	2500	1592 87
911 Carrera RS (993)	94-95	300,000	250,000		150,000		172 🔺	P5 3-litre	58-67	10,500	7000	3250	1250	2995		Rapier/Alpine	67-76	6250	4250	2000	900	1725 102
911RS Clubsport		_	275,000	220,000	165,000	_	175 🔺	P5 Coupé P5B 31/2-litre	63-67	14,500	10,500	5000	2250	2995 3528		Rapier H120	68-76	8000	5500	2650	1250	1725 106
911 GT2 (993) Boxster 2.5	95-98 96-99	950,000 6500	800,000 4350	700,000	600,000 1700	3600 2480	187	P5B 31/2-litre Coupé	67-73 67-73	32,500	22,500	10,000	3000	3528	113	Imp Sport Stiletto	66-76 67-72	7000 8500	5000 6250	2500 2750	1200	875 90 875 90
Boxster 2.7	99-04	7500	5250	3200	1950	2687	156	P6 2000/TC	63-69	8000	4500	2000	900	1978								
Boxster 3.2S	99-04	8250	6250	3850	2500	_	164	P6 2000/2200/TC	70-77	7250	3500	1500	650	2205		SUZUKI	70.00	7500	2522			ki-cappuccino.com)
911 Carrera (996) 911 GT3 (996)	97-05 99-05	23,000 70,000	17,000 57,500	10,500 46,000	6750 38,500	3387 3600	170	P6 3500 P6 3500S	68-76 71-76	10,000	5500 7000	2000 2750	1000	3528 3528	117	SC100 Cappuccino	79-82 92-96	3500 4250	2500 3150	1500 1750	800 750	970 87 657 83
911 Turbo (996)		44,000	35,000	26,500	21,000	_	189	SD1 2.0/2.3/2.6	76-86	4500	3000	1200	600	2597	117	саррассно	72 70	4230	3130	1750	730	037 03
911 GT2 (996)	01-05	100,000	89,000	82,000	72,000	3600	198	SD1 3500	76-86	6250	4750	2000	800	3528		SWALLOW						ster (01235 818866)
REUANT	Coher	. O Caimitas	Club (020 0	977 6625); S	aimitas Dsir	ove/ (01/II	E2 E40007\	SD1 VdP SD1 Vitesse	80-86 82-86	8250 8750	5500 6000	2500 2750	1100	3528 3528	126	Doretti	54-55	67,500	50,000	32,500	20,000	1991 102
Sabre 4/6	61-64	10,750	8500	5750	2600	2553	110	SD1 Vitesse TP	85-86	16,500	11,500	5500	2500	3528		TALBOT			S	unheam Lotus	s Owners' C	Club (01423 734624)
Scimitar SE4/a/b	64-70	16,000	10,000	4000	2000	2994	121	Mini	90-00	6250	4500	2000	1000	1275	88 🛦	Sunbeam 1600 Ti	79-81	5500	3750	1650	750	1598 107
Scimitar GTE SE5/5a	68-75	11,000	7500	2650	1000	2994	123	Mini Cooper/S	91-00	10,500 5500	7000 3750	3400 1750	1600 850	1275 1796	97 <b>▲</b>	Sunbeam-Lotus	79-81	26,000	17,500	10,000	5250	2174 120
Scimitar GTE SE6/6a Scimitar GTC	75-80 80-85	8500 11,500	5900 7500	2000 3250	750 1500	2792 2792	120	200 BRM LE	98-99	2200	3/50	1/50	850	1/96	IZ/	TALBOT-LAGO						
Scimitar GTE SE6b	80-86	8950	6250	2250	800	2792	122	SAAB	Si	aab Ow <u>ner</u> s	s' Club (0707	1719000); E	nthusiasts' (	Club (019	942 878738)	T150 SS 'teardrop'		5.85m	4.4m	3.65m	3.3m	3996 115
Middlebridge Scim'	88-90	30,000	24,000	16,000	10,000	2933	140	96 Bullnose	60-65	9500	6500	3500	2000	841	80	T26 Record Cabrio	47-50	175,000	147,500	95,000	60,000	4482 108
Scimitar SS1 Scimitar SS1 1800Ti	85-89 86-89	5000 5900	3200 4000	1350 1750	550 800	1596 1809	108 <b>A</b>	96 Longnose Sport/Monte Carlo	65-68 62-66	7250 12,000	5250 9000	3000 5250	1600 2750	841	79 88	TOVOTA				Touata Entl	uncipate! Of	uh (020.0000 07/10)
55	30 07	3,00	.000	., 50	300	.507		96/95 V4	67-79	10,000	7250	3500	1400	1498	93	<u>TOYOTA</u> 2000GT	67-70	450,000	375,000			ub (020 8898 0740) 1988 128
RENAULT					Club (renau			Sonett	67-74	15,000	11,000	5500	2750	_	100	Crown 2600 MkI/II	71-79	6500	4500	2000	1000	2563 106
4CV Dauphine	47-61 54-63	8500 7500	6000 5000	3600 2400	2000	747 845	65 70	99 99 Turbo	68-84 77-82	5500 14,000	3750 10,000	1850 4750	900	1985 1985	101	Celica ST 1.6/2.0 Celica GT 1.6/2.0	70-77 74-77	18,000	12,000	6500 7000	3200 3500	1588 105 1968 111
Dauphine Gordini	58-67	14,500	10,500	5000	2500	845	83	99 Turbo 900 Turbo (sal/con)	77-82	11,250	7500	3000	1600	1985	_	Celica G1 1.6/2.0 Celica Supra 2.8i		14,000	10,000	5000	3000	2795 126
			,			-								-		p		,				

		<b>`</b> .a	F	rivate sal	е		D	nge
NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Mint	Cood	Rough	8	Top speed	Price change
Celica GT	85-90	4250	2800	1400	800	1998	130	
Celica GT-Four	86-90	6500	4500	2250	1200	1998	135	
MR2	84-90	8000	5500	2250	1000	1587	124	
MR2 Mk2	90-99	6500	4250	1750	700	1998	137	
Supra	86-93	12,000	8000	3750	1750	2954	135	
Supra Turbo	88-92	17,000	12,000	5750	2500	2954	142	
Supra Turbo	93-02	21,000	15,000	7750	4000	2997	156	
Sera	90-95	3950	2500	1100	500	1496	120	

TRIDENT				Tr	ident Car Cl	ub (020 l	3644 9029
Clipper V8	67-78	31,500	24,000	12,500	7000	4727	140

TRIUMPH Club Triumph (I	020 8351 9	9544); TR Ro St	egister (0123 ag Club (070	85 818866); 1 71 224245);	TR Drivers' ( Sports Si <u>x (</u>	Club (014 Club (0 <u>18</u>	52 61423 58 434 <u>4</u> 2	4 24
Roadster 1800/2000	46-49	29,000	22,000	14,000	7500	2088	77	
1800/2000/Renown	46-54	9500	6750	3000	1600	2088	74	_
Mayflower	50-53	5500	3400	1650	750	1247	65	_
TR2	53-55	36,500	28,500	18,000	10,000	1991	107	_
TR3/3A 2.0/2.2	55-61	34,000	25,000	14,000	7750	1991	106	_
TR4	61-65	30,000	21,500	11,500	6500	2138	109	A
TR4A	64-67	35,000	24,000	12,500	7000	2138	110	A
TR5 PI	67-68	50,000	38,500	26,500	17,500	2498	121	_
TR6 'CP'	69-73	26,000	17,500	10,000	5500	2498	119	_
TR6 'CR'	73-76	22,000	15,000	8750	4900	2498	116	_
TR7	75-81	5000	3100	1200	550	1998	110	_
TR7 convertible	80-81	6500	4500	2000	850	1998	109	_
TR8	78-81	12,500	9000	4500	2000	3528	135	Α
TR8 convertible	80-81	13,500	10,000	5500	2500	3528	130	A
Herald/S saloon	59-64	6000	3850	1700	850	1147	76	_
Herald coupé	59-64	7500	5250	2600	1250	948	79	_
Herald conv	60-61	8500	5850	2500	1250	948	79	_
Herald 1200	61-70	5750	3500	1400	700	1147	80	_
Herald 1200 conv	61-67	8250	5750	2400	1200	1147	80	_
Herald 12/50	63-67	6750	4750	1800	950	1147	84	-
Herald 13/60	67-71	5650	3650	1400	700	1296	87	-
Herald 13/60 conv	67-71	8000	5500	2300	1200	1296	85	-
Vitesse 1600	62-66	7000	4500	2000	950	1596	88	-
/itesse 1600 conv	62-66	12.000	7500	3500	1500	1596	91	-
√itesse 2-litre MkI	66-68	7250	4750	2250	1000	1998	95	-
/itesse Mkl conv	66-68	11,500	7250	3400	1500	1998	95	-
/itesse MkII	68-71	7500	5000	2400	1000	1998	102	-
Vitesse MkII conv	68-71	15.000	9500	4000	1750	1998	100	-
Spitfire 4	62-65	19.000	13.000	6250	3000	1147	94	-
Spitfire Mk2	65-67	17,500	12.000	5500	2500	1147	94	-
Spitfire Mk3	67-70	12,500	8000	3750	1750	1296		4
Spitfire MkIV/1500	70-78	8500	5500	2400	1000	1493	101	=
GT6 MkI	66-68	22,000	15,000	7500	3200	1998	109	-
GT6 MkII	68-70	21,000	14.000	6750	3000	1998	109	-
GT6 MkIII	70-74	18,500	12,000	5500	2400	1998	112	-
2000 MkI	63-69	8000	5750	2750	1300	1998	98	-
2000/2500 MkII	69-77	6500	4750	2250	1000	1998	98	-
2.5PI/2500TC	68-77	7000	5000	2500	1200	2498	107	-
2500S	75-77	7750	5500	2750	1350	2498	108	-
Stag	70-77	24,000	14,500	6000	2200	2997	117	-
1300/1500 fwd	65-73	4250	2800	1350	600	1296	86	-
3007 500 Twd	65-70	5000	3250	1700	700	1296	93	-
Dolomite 1850	72-81	5500	3650	1650	750	1854	100	-
Dolomite Sprint	73-81	10,000	6500	3000	1400	1998	117	-
polornice aprilic	81-84	1850	1200	600	300	1335	97	_

		`.	F	Private sale	e		ъ	Jge
NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Mint	Pooo	Rough	5	Top speed	Price change
Climax	58-66	17,500	15,000	10,000	5000	1098	102	
Mark I/II/III	59-66	16,500	12,500	7500	3500	1498	100	

TVR					TVR Car	Club (019	952 822120
Grantura I-1800S	57-67	35,000	26,000	16,500	10,000	VAR	107
Griffith 200/400	63-65	95,000	75,000	50,000	37,500	4727	155
Tuscan V6	69-71	30,000	21,500	14,250	9000	2994	125
Vixen S1-4	67-73	25,000	18,500	13,000	8750	1599	107
1600M	72-77	20,000	14,500	8500	5250	1599	105
2500M	72-77	19,000	14,000	8750	5500	2498	109
3000M/Taimar	72-79	22,000	16,000	9500	6000	2994	121
3000S convertible	78-79	27,500	18,000	11,000	7000	2994	119
Tasmin/280i fhc/con	80-87	7500	5250	2500	1250	2792	126
Tasmin/350i inc 2+2	83-89	7000	5000	2750	1550	3528	136
V8/350i convertible	83-89	10,000	6250	3400	2000	3528	130
390SE	85-88	10,500	7000	4500	2400	3905	143
400/420/450SEAC	86-91	20,000	16,000	11,000	7000	4441	165
400/450SE	88-91	11,500	8750	6250	4250	4441	155
S 2.8/2.9	86-92	8000	5750	3250	1750	2922	141
V8S	91-94	16,000	12,000	7500	4750	3943	150
Griffith 4.0/4.3	91-93	14,750	12,000	8750	6000	4228	161
Griffith 500	93-00	20,000	16,000	12,000	8250	4988	161
Chimaera 4.0/4.3	93-98	14,500	11,250	7000	4500	3950	152
Chimaera 450/500	96-03	15,750	12,250	8750	6600	4988	162
Cerbera 4.2	96-03	21,000	16,000	10,000	7000	4280	180
Cerbera 4.5	97-03	26,000	22,000	18,000	15,000	4441	195
Cerbera Speed Six	00-03	20,000	16,000	12,000	9500	3948	170
Tuscan Speed Six	99-05	27,500	24,000	19,500	15,000	3996	184
Tamora	02-06	22,500	18,250	15,500	12,000	3605	160
T350	02-06	28,000	24,500	20,000	15,000	3605	175
Sagaris	04-06	69,000	60,000	50,000	n/a	3996	185

VANDEN PLAS		VdP Club	, Cherry Tre	es, Llandyfae	elog, nr Kidv	velly, Dyf	ed SA17	5PS
4-litre Princess	57-68	13,000	9000	4000	2000	3995	89	
3-litre I/II	59-64	12,000	8250	3750	1600	2912	105	
4-litre R	64-68	15,000	10,000	4250	1800	3909	110	
Princess 1100/1300	63-74	6750	4400	2000	1000	1275	87	
1500/1.5/1.7	74-80	4500	3000	1400	700	1748	90	

VAUXHALL	Vauxhall-	Opel Driver:	s' Club (0136	2 692020);	Droop Snoo	t Grp (011	8 981 5	238)
Wyvern/Velox L sal	48-51	8500	6000	2750	1400	2275	75	
Wyvern/Velox E	51-57	12,500	9000	3400	1600	2262	82	$\blacktriangle$
Cresta E	54-57	13,500	9250	4500	2000	2262	84	
Velox/Cresta PA	57-62	20,000	14,000	6000	2500	2651	94	
Victor F	57-61	7500	5250	2250	1000	1507	74	$\blacksquare$
Victor FB	61-64	5000	3600	1750	850	1594	77	$\blacktriangle$
VX4/90 FB	61-64	7000	4750	2300	1100	1507	88	
Velox/Cresta PB	62-65	6000	4250	2000	850	2651	94	
Victor 101 FC	64-67	4500	3250	1500	750	1594	83	$\blacksquare$
VX4/90 FC	64-67	6750	4500	2200	1000	1594	89	
Cresta PC/Viscount	65-72	5750	4000	1950	950	3293	99	
Victor FD 1.6/2.0	67-72	3200	2200	1100	550	1975	95	$\blacktriangle$
VX4/90 FD	69-72	6000	3800	1900	900	1975	98	
Ventora FD	68-72	4750	3100	1500	750	3294	105	
Victor FE 1.8/2.3	72-78	3250	2000	975	550	2279	100	
VX4/90 FE	73-76	4500	3000	1500	750	2279	104	
Ventora FE	72-76	4000	2400	1200	700	3294	106	
Viva HA	63-66	5800	4000	2000	1000	1057	76	
Viva HB	66-70	5700	3850	1900	900	1159	82	
Viva Brabham HB	67-68	6500	4500	2250	1250	1159	90	
Viva HB GT	68-70	7500	5500	2750	1500	1975	101	
Viva HC	70-79	5500	3500	1750	800	1256	83	
Firenza/Magnum	72-78	7500	5000	2400	1100	VAR	100	$\blacksquare$
Firenza Droopsnoot	74-75	16,000	12,000	6500	3750	2279	119	
Chevette 2300HS	78-80	19,500	15,000	11,000	7000	2279	117	

		_	F		ъ	ge		
DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Mint	D000	Rough	S	Top speed	Price change
Chevette HSR	79-80	40,000	32,000	20,000	15,000	2279	125	
Astra GTE MkI	83-84	12,500	9000	5250	3750	1796	110	$\blacktriangle$
Astra GTE MkII	84-91	8500	6250	3200	1650	1998	134	$\blacktriangle$
VX220	00-05	15,000	11,000	7500	5000	2198	137	<b>A</b>
VX220 Turbo	03-05	17,500	13,500	10,500	9000	1998	151	<b>A</b>

VOLKSWAGEN		VW Ow	ners' Club, P	O Box 7. Buri	ntwood, Wa	Isall, Sta	ffs WS7	8SB
Beetle (split )	46-53	30,000	19,000	12,500	7500	1131	66	
Cabrio	49-53	40,000	28,500	18,500	10,000	1131	66	
Beetle (oval)	53-57	20,000	14,000	8500	4750	1192	69	
Cabrio	54-58	26,500	18,000	11,250	7000	1192	66	
Beetle 1200/1300	57-68	15,000	9750	4400	2000	1192	72	
Cabrio	58-67	19,000	12,750	6250	3400	1192	72	
Beetle 12/13/1500	68-78	12,500	8000	3400	1400	1493	81	
Cabrio	67-70	16,500	11,500	5750	3000	1493	81	
Beetle 1302/1303	70-75	9000	5750	2750	1000	1584	84	
Cabrio 1302S/1303S	70-80	12,500	8750	4500	1750	1584	82	
Karmann-Ghia cpé	55-74	20,000	12,500	5500	2750	1584	92	
Karmann-Ghia con	58-74	25,000	16,000	8000	4500	1493	87	
Karmann-Ghia T-34	62-69	16,000	10,000	5500	3000	1584	87	
Kombi/Camper	50-67	68,500	46,500	18,000	9000	1493	65	
Camper (Bay)	68-71	26,000	15,500	9000	4750	1584	79	
Camper (Bay)	72-79	22,500	13,000	6850	3500	1970	79	
1500/1600 Type 3	61-73	12,000	8500	3750	1500	1584	87	
411L/E, 412 1.7/1.8	68-74	7250	5000	2400	1200	1795	90	
Scirocco MkI	74-81	9000	6250	3250	1650	1470	114	
Scirocco MkII	82-92	5400	3750	1850	850	1781	130	
Golf GTI MkI	75-84	18,000	12,000	5500	2400	1781	116	
Golf GTI MkII	84-91	12,000	8000	3600	1500	1781	123	
Golf convertible	80-93	11,000	7500	3000	1200	1781	116	
Golf GTI MkIII	92-97	4650	3000	1300	550	1984	134	
Golf MkIII VR6	92-97	7000	5000	2350	1250	2792	138	Ξ
Polo G40	91-94	4500	3650	2200	950	1272	119	
Corrado	90-95	5500	3600	1650	800	1781	132	
Corrado G60	90-92	8750	6000	2500	1200	1781	140	
Corrado VR6	92-95	15,000	10,000	4000	1600	2861	146	

VOLVO	Vo	lvo Owners'	Club (01705	381494); Er	ıthusiasts' (	Club (018	72 4000	39
PV544 1.6/1.8	59-65	16,000	12,000	6000	3000	1778	95	_
121/122/122S 4dr sal	55-67	11,500	7500	2500	850	1778	95	_
131/132 2dr sal	61-70	11,500	8000	3000	1100	1778	96	
123GT 2dr sal	67-68	23,000	15,500	7500	3500	1778	108	
P1800	61-72	35,000	25,000	10,000	4000	1778	105	
P1800ES	71-73	26,000	18,000	8750	4000	1986	111	
144/164 sal/est	67-74	7500	4750	1850	1000	2979	115	
244/264 sal/est	74-79	5250	3650	1600	750	2127	106	
262C coupé	78-81	10,000	6750	3500	1350	2849	109	
240 sal/est	79-93	7500	5000	2200	900	2316	111	_
480	85-95	2200	1500	750	400	1721	112	_
480 Turbo	88-95	2750	1850	900	500	1721	123	_
740/760 Turbo	86-92	5000	3600	1750	750	2316	125	Τ
940 Turbo sal/est	90-96	5500	4000	1750	750	2316	127	
T-5R/850R	95-97	10,000	7250	4000	2000	2319	155	
V70R	97-00	8000	5500	2500	1400	2319	153	

WOLSELEY			Wolseley R	egister (0161	368 2388,	wolseley	world.	com)
6/80	48-55	10,000	6250	2850	1450	2215	81	
4/44 & 15/50	52-58	12,000	9000	4000	2000	1489	78	
6/90 SI-III	54-59	9000	6000	3000	1500	2639	96	_
1500	57-65	8500	6000	2750	1250	1489	77	
15/60, 16/60	59-71	11,000	7000	3000	1300	1622	78	
6/99, 6/110 SI/II	59-68	14,000	9250	4000	1650	2912	98	
Hornet SI-III	61-69	8000	5500	2650	1200	998	77	
1100/1300	65-73	6000	4000	1850	950	1098	84	
18/85, Six	67-75	8000	5000	2200	1000	2227	104	

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